



## San Bernardino Associated Governments

1170 W. 3<sup>rd</sup> Street, San Bernardino, CA 92410

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•San Bernardino County Transportation Commission •San Bernardino County Transportation Authority  
•San Bernardino County Congestion Management Agency •Service Authority for Freeway Emergencies

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## AGENDA

### Mountain/Desert Committee Measure I Committee

**March 21, 2008**  
**10:30 a.m.**

**Location:**  
**Lake Arrowhead Resort and Spa**  
**(STARS Conference Room)**  
**27984 Highway 189**  
**Lake Arrowhead, CA 92352**

### **Mountain/Desert Committee Membership**

#### **Chair**

*Rick Roelle, Council Member  
Town of Apple Valley*

*Bill Jahn, Mayor Pro Tem  
City of Big Bear Lake*

*Mike Rothschild, Council Member  
City of Victorville*

#### **Vice Chair**

*Dennis Hansberger  
Board of Supervisors*

*Mike Leonard, Mayor  
City of Hesperia*

*Chad Mayes, Council Member  
Town of Yucca Valley*

*Trinidad Perez, Mayor Pro Tem  
City of Adelanto*

*Rebecca Valentine, Council Member  
City of Needles*

*Brad Mitzelfelt  
Board of Supervisors*

*Lawrence Dale, Mayor  
City of Barstow*

*Jim Harris, Council Member  
City of Twentynine Palms*

*San Bernardino Associated Governments (SANBAG) is a council of governments formed in 1973 by joint powers agreement of the cities and the County of San Bernardino. SANBAG is governed by a Board of Directors consisting of a mayor or designated council member from each of the twenty-four cities in San Bernardino County and the five members of the San Bernardino County Board of Supervisors*

*In addition to SANBAG, the composition of the SANBAG Board of Directors also serves as the governing board for several separate legal entities listed below:*

***The San Bernardino County Transportation Commission**, which is responsible for short and long range transportation planning within San Bernardino County, including coordination and approval of all public mass transit service, approval of all capital development projects for public transit and highway projects, and determination of staging and scheduling of construction relative to all transportation improvement projects in the Transportation Improvement Program.*

***The San Bernardino County Transportation Authority**, which is responsible for administration of the voter-approved half-cent transportation transactions and use tax levied in the County of San Bernardino.*

***The Service Authority for Freeway Emergencies**, which is responsible for the administration and operation of a motorist aid system of call boxes on State freeways and highways within San Bernardino County.*

***The Congestion Management Agency**, which analyzes the performance level of the regional transportation system in a manner which ensures consideration of the impacts from new development and promotes air quality through implementation of strategies in the adopted air quality plans.*

*As a **Subregional Planning Agency**, SANBAG represents the San Bernardino County subregion and assists the Southern California Association of Governments in carrying out its functions as the metropolitan planning organization. SANBAG performs studies and develops consensus relative to regional growth forecasts, regional transportation plans, and mobile source components of the air quality plans.*

*Items which appear on the monthly Board of Directors agenda are subjects of one or more of the listed legal authorities. For ease of understanding and timeliness, the agenda items for all of these entities are consolidated on one agenda. Documents contained in the agenda package are clearly marked with the appropriate legal entity.*

**San Bernardino Associated Governments  
County Transportation Commission  
County Transportation Authority  
Service Authority for Freeway Emergencies  
County Congestion Management Agency**

**AGENDA**

**Mountain/Desert Committee  
\*Measure I Committee**

**March 21, 2008  
10:30 a.m.**

**Location:  
Lake Arrowhead Resort and Spa  
(STARS Conference Room)  
27984 Highway 189  
Lake Arrowhead, CA 92352**

**CALL TO ORDER:  
(Meeting Chaired by Rick Roelle)**

- I. Attendance**
- II. Agenda Notices/Modifications:**
- II. Announcements:**

1. **Possible Conflict of Interest Issues for the Mountain/Desert Committee Meeting of March 21, 2008.** Pg. 6

Note agenda item contractors, subcontractors and agents, which may require member abstentions due to conflict of interest and financial interests. Board Member abstentions shall be stated under this item for recordation on the appropriate item.

### **Consent Calendar**

2. **Attendance Register** Pg. 7

A quorum shall consist of a majority of the membership of each SANBAG Policy Committee, except that all County Representatives shall be counted as one for the purpose of establishing a quorum.

### **Discussion Items**

\* Items marked with an asterisk denote review by both the Mountain/Desert Committee and Measure I Committee.

3. **Big Bear Enhanced Ground Access Feasibility Study** Pg. 9

Receive Information and Provide Direction. **Mike Bair**

4. **Victor Valley Area Transportation Study (VVATS)** Pg. 12

Approve the Final Report for the Victor Valley Area Transportation Study. **Ryan Graham**

5. **FY2008/2009 Budget – Mountain/Desert Committee Review** Pg. 27

FY2008/2009 Budget – Mountain/Desert Committee Review.  
**Deborah Barmack and Michelle Kirkhoff**

**6. Quarterly Administrative Report on SANBAG Federal Funding Programs Pg. 91**

- 1) Receive report on quarterly reporting and obligation status.
- 2) Adopt a finding of compliance with obligation requirements for all affected agencies. **Andrea Zureick and Ty Schuiling**

**7. Presentation on the High Desert Corridor (HDC), Phase 1 A Pg. 96**

Receive Presentation. **Michelle Kirkhoff**

**Public Comments**

Items under this heading will be referred to staff for further study, research, completion and/or future actions.

**8. Additional Items from Committee Members**

**9. Brief Comments by the General Public**

**Additional Information**

**Acronym List Pg. 97**

**ADJOURNMENT:**

Complete packages of this agenda are available for public review at the SANBAG offices. Staff reports for items may be made available upon request. For additional information call (909) 884-8276.

**Next Mountain/Desert Committee Meeting – April 18, 2008**

## Meeting Procedures and Rules of Conduct

### **Meeting Procedures**

The Ralph M. Brown Act is the state law which guarantees the public's right to attend and participate in meetings of local legislative bodies. These rules have been adopted by the Board of Directors in accordance with the Brown Act, Government Code 54950 et seq., and shall apply at all meetings of the Board of Directors and Policy Committees.

### **Accessibility**

The SANBAG meeting facility is accessible to persons with disabilities. If assistive listening devices or other auxiliary aids or services are needed in order to participate in the public meeting, requests should be made through the Clerk of the Board at least three (3) business days prior to the Board meeting. The Clerk's telephone number is (909) 884-8276 and office is located at 1170 W. 3<sup>rd</sup> Street, 2<sup>nd</sup> Floor, San Bernardino, CA.

**Agendas** – All agendas are posted at 1170 W. 3<sup>rd</sup> Street, 2<sup>nd</sup> Floor, San Bernardino at least 72 hours in advance of the meeting. Staff reports related to agenda items may be reviewed at the SANBAG offices located at 1170 W. 3<sup>rd</sup> Street, 2<sup>nd</sup> Floor, San Bernardino and our website: [www.sanbag.ca.gov](http://www.sanbag.ca.gov).

**Agenda Actions** – Items listed on both the "Consent Calendar" and "Items for Discussion" contain suggested actions. The Board of Directors will generally consider items in the order listed on the agenda. However, items may be considered in any order. New agenda items can be added and action taken by two-thirds vote of the Board of Directors.

**Closed Session Agenda Items** – Consideration of closed session items *excludes* members of the public. These items include issues related to personnel, pending litigation, labor negotiations and real estate negotiations. Prior to each closed session, the Chair will announce the subject matter of the closed session. If action is taken in closed session, the Chair may report the action to the public at the conclusion of the closed session.

**Public Testimony on an Item** – Members of the public are afforded an opportunity to speak on any listed item. Individuals wishing to address the Board of Directors or Policy Committee Members should complete a "Request to Speak" form, provided at the rear of the meeting room, and present it to the Clerk prior to the Board's consideration of the item. A "Request to Speak" form must be completed for *each* item an individual wishes to speak on. When recognized by the Chair, speakers should be prepared to step forward and announce their name and address for the record. In the interest of facilitating the business of the Board, speakers are limited to three (3) minutes on each item. Additionally, a twelve (12) minute limitation is established for the total amount of time any one individual may address the Board at any one meeting. The Chair or a majority of the Board may establish a different time limit as appropriate, and parties to agenda items shall not be subject to the time limitations.

The Consent Calendar is considered a single item, thus the three (3) minute rule applies. Consent Calendar items can be pulled at Board member request and will be brought up individually at the specified time in the agenda allowing further public comment on those items.

**Agenda Times** – The Board is concerned that discussion take place in a timely and efficient manner. Agendas may be prepared with estimated times for categorical areas and certain topics to be discussed. These times may vary according to the length of presentation and amount of resulting discussion on agenda items.

**Public Comment** – At the end of the agenda, an opportunity is also provided for members of the public to speak on any subject within the Board's authority. *Matters raised under "Public Comment" may not be acted upon at that meeting. "Public Testimony on any Item" still apply.*

**Disruptive Conduct** – If any meeting of the Board is willfully disrupted by a person or by a group of persons so as to render the orderly conduct of the meeting impossible, the Chair may recess the meeting or order the person, group or groups of person willfully disrupting the meeting to leave the meeting or to be removed from the meeting. Disruptive conduct includes addressing the Board without first being recognized, not addressing the subject before the Board, repetitiously addressing the same subject, failing to relinquish the podium when requested to do so, or otherwise preventing the Board from conducting its meeting in an orderly manner. *Please be aware that a NO SMOKING policy has been established for meetings. Your cooperation is appreciated!*

**SANBAG General Practices for Conducting Meetings  
of  
Board of Directors and Policy Committees**

**Basic Agenda Item Discussion.**

- The Chair announces the agenda item number and states the subject.
- The Chair calls upon the appropriate staff member or Board Member to report on the item.
- The Chair asks members of the Board/Committee if they have any questions or comments on the item. General discussion ensues.
- The Chair calls for public comment based on “Request to Speak” forms which may be submitted.
- Following public comment, the Chair announces that public comment is closed and asks if there is any further discussion by members of the Board/Committee.
- The Chair calls for a motion from members of the Board/Committee.
- Upon a motion, the Chair announces the name of the member who makes the motion. Motions require a second by a member of the Board/Committee. Upon a second, the Chair announces the name of the Member who made the second, and the vote is taken.

**The Vote as specified in the SANBAG Bylaws.**

- Each member of the Board of Directors shall have one vote. In the absence of the official representative, the alternate shall be entitled to vote. (Board of Directors only.)
- Voting may be either by voice or roll call vote. A roll call vote shall be conducted upon the demand of five official representatives present, or at the discretion of the presiding officer.

**Amendment or Substitute Motion.**

- Occasionally a Board Member offers a substitute motion before the vote on a previous motion. In instances where there is a motion and a second, the maker of the original motion is asked if he would like to amend his motion to include the substitution or withdraw the motion on the floor. If the maker of the original motion does not want to amend or withdraw, the substitute motion is not addressed until after a vote on the first motion.
- Occasionally, a motion dies for lack of a second.

**Call for the Question.**

- At times, a member of the Board/Committee may “Call for the Question.”
- Upon a “Call for the Question,” the Chair may order that the debate stop or may allow for limited further comment to provide clarity on the proceedings.
- Alternatively and at the Chair’s discretion, the Chair may call for a vote of the Board/Committee to determine whether or not debate is stopped.
- The Chair re-states the motion before the Board/Committee and calls for the vote on the item.

**The Chair.**

- At all times, meetings are conducted in accordance with the Chair’s direction.
- These general practices provide guidelines for orderly conduct.
- From time-to-time circumstances require deviation from general practice.
- Deviation from general practice is at the discretion of the Board/Committee Chair.

**Courtesy and Decorum.**

- These general practices provide for business of the Board/Committee to be conducted efficiently, fairly and with full participation.
- It is the responsibility of the Chair and Members to maintain common courtesy and decorum.

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- San Bernardino County Transportation Commission ■ San Bernardino County Transportation Authority  
■ San Bernardino County Congestion Management Agency ■ Service Authority for Freeway Emergencies
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## *Minute Action*

AGENDA ITEM: 1

**Date:** March 21, 2008

**Subject:** Information Relative to Possible Conflict of Interest

**Recommendation\*:** Note agenda items and contractors/subcontractors which may require member abstentions due to possible conflicts of interest.

**Background:** In accordance with California Government Code 84308, members of the Board may not participate in any action concerning a contract where they have received a campaign contribution of more than \$250 in the prior twelve months from an entity or individual. This agenda contains recommendations for action relative to the following contractors:

Item No.	Contract No.	Contractor/Agents	Subcontractors
		None	

**Financial Impact:** This item has no direct impact on the budget.

**Reviewed By:** This item is prepared monthly for review by the Board of Directors and Policy Committee members.

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*Approved*  
*Mountain Desert Committee*

*Date:* \_\_\_\_\_

*Moved:* \_\_\_\_\_ *Second:* \_\_\_\_\_

*In Favor:* \_\_\_\_\_ *Opposed:* \_\_\_\_\_ *Abstained:* \_\_\_\_\_

*Witnessed:* \_\_\_\_\_



# MOUNTAIN/DESERT POLICY COMMITTEE ATTENDANCE RECORD – 2008

Name	Jan	Spec. Mtg Feb	Feb	March	April	May	June	July	Aug	Sept	Oct	Nov	Dec
<b>Trinidad Perez +</b> City of Adelanto	X		**										
<b>Rick Roelle</b> Town of Apple Valley	X	X	**										
<b>Lawrence Dale</b> City of Barstow	X	X	**										
<b>Bill Jahn</b> City of Big Bear Lake	X	X	**										
<b>Mike Leonard</b> City of Hesperia		X	**										
<b>Rebecca Valentine</b> City of Needles	X	X	**										
<b>Jim Harris</b> City of Twentynine Palms	X	X	**										
<b>Mike Rothschild</b> City of Victorville	X	X	**										
<b>Chad Mayes</b> Town of Yucca Valley		X	**										
<b>Brad Mitzelfelt</b> County of San Bernardino	X	X	**										
<b>Dennis Hansberger</b> County of San Bernardino	X	X	**										

\*Non-voting City Representative attended  
+ Measure I Committee representative

\*\*The Mountain/Desert Committee did not meet

\*\*\* New SANBAG Board Member

X = Member attended meeting.

\* = Alternate member attended meeting. Empty box = Member did not attend meeting Crossed out box = Not a Board Member at the time.

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Page 1 of 1

# MOUNTAIN/DESERT POLICY COMMITTEE ATTENDANCE RECORD – 2007

Name	Jan	Feb	March	April	May	June	July	Aug	Sept	Oct	Nov	Dec
<b>Trinidad Perez +</b> City of Adelanto	X	X	X	**	**	X	**	X	X	X	X	X
<b>Rick Roelle</b> Town of Apple Valley	X		X	**	**	X	**	X	X		X	X
<b>Lawrence Dale</b> City of Barstow	X	X	X	**	**	X	**	X			X	X
<b>Bill Jahn</b> City of Big Bear Lake			X	**	**		**	X		X	X	X
<b>Mike Leonard</b> City of Hesperia	X		X	**	**	X	**	X	X	X	X	X
<b>Rebecca Valentine</b> City of Needles	X	X	X	**	**	X	**	X	X	X	X	X
<b>Jim Harris ***</b> City of Twentynine Palms	X		X	**	**	X	**	X			X	X
<b>Mike Rothschild</b> City of Victorville	X	X	X	**	**	X	**	X	X		X	*
<b>Chad Mayes</b> Town of Yucca Valley		X	X	**	**	X	**	X	X	*	X	
<b>Brad Mitzelfelt</b> County of San Bernardino	X	X		**	**	X	**	X		X	X	X
<b>Dennis Hansberger</b> County of San Bernardino		X	X	**	**	X	**	X	X	X	X	X

\*Non-voting City Representative attended  
+ Measure I Committee representative

\*\*The Mountain/Desert Committee did not meet

\*\*\* New SANBAG Board Member

X = Member attended meeting.

\* = Alternate member attended meeting. Empty box = Member did not attend meeting Crossed out box = Not a Board Member at the time.

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Page 1 of 1

- San Bernardino County Transportation Commission ■ San Bernardino County Transportation Authority  
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## *Minute Action*

AGENDA ITEM: 3

**Date:** March 21, 2008

**Subject:** Big Bear Enhanced Ground Access Feasibility Study

**Recommendation:\*** Receive Information and Provide Direction.

**Background:** Mayor Bill Jahn has requested that staff provide information from the Big Bear Enhanced Ground Access Feasibility Study completed in December 1996. This study was a follow up to a study prepared for SANBAG in 1989 by Robert D. Niehaus, Inc. Enclosed in the agenda mailing is The Executive Summary from the 1996 Study.

The feasibility study contained information that would have allowed the City of Big Bear Lake and SANBAG to select a preferred alternative and decide whether to proceed with the development of a Major Investment Study (MIS) that would eventually lead to an application for funding from the Federal Transit Administration. However, at the time the report was presented no decision as to how to proceed was made by the City of Big Bear Lake or the SANBAG Board.

The study included a series of alternatives including a No-Build Alternative, serving as the baseline alternative; Highway/Transit Improvement Alternative; New Highway Alternative; Cog Rail Alternative; Aerobus Alternative; Aerorail Alternative; and TRASSE Alternative.

For the non-highway alternatives, three Minimum Operating Segments (MOS) were considered. The first MOS was from China Gardens to Highland (vicinity

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*Approved*  
*Mountain/Desert Committee*

*Date:* \_\_\_\_\_

*Moved:*

*Second:*

*In Favor:*

*Opposed:*

*Abstained:*

*Witnessed:* \_\_\_\_\_

of SR 30 and SR 330). The second MOS included an extension to the San Bernardino International Airport (SBIA). And, the third MOS included an extension from SBIA to the current San Bernardino Metrolink station. The forecast of annual passengers in 2015 ranged from 1.9 million (MOS1) to 2.1 million (MOS2) and 4.0 million (MOS3).

The Non-Highway Alternative's capital cost (in 1996 dollars) for MOS1 were \$380.7 million for TRASSE, \$467.4 million for Cog Rail, \$587.1 million for Aerobus and \$893.1 million for Aerorail. While the TRASSE technology was to lowest cost non-highway alternative, it was determined to provide the longest travel time (84 minutes one-way) and therefore yielded a lower ridership (1.6 million). The annual operating cost of the non-highway alternatives (in 1996 dollars) were \$6.0 million for TRASSE, \$6.4 million for Cog Rail, \$7.5 million for Aerobus, and \$8.0 million for Aerorail.

The Highway/Transit Alternative focused on highway safety improvements including additional travel and passing lanes, installation of travel advisory signs and flashers, SR 330/SR 18 intersection improvements, the realignment of the "13 Curves" area, and the construction of a parking area east of Snow Valley. Transit improvements would include increased service between Big Bear Lake and the San Bernardino Valley supplemented with the construction or leasing of "Park and Ride" lots at Moonridge, Boulder Bay, Running Springs and Highland. The capital cost of the alternative (in 1996 dollars) was \$58 million and the annual operating cost was estimated to be \$0.2 million. However, the annual number of transit riders would be 100,000.

The New Highway Alternative would construct a new northbound two-lane highway between Highland and the dam at Big Bear Lake and convert the existing SR 330/SR18 corridor to a southbound facility. The alternative would include all of the improvements considered in the Highway/Transit Alternative. The estimated capital cost of this alternative (in 1996 dollars) was \$470.3 million and the annual operating cost was \$0.9 million. The estimate of annual transit riders would increase to 200,000.

Each of the alternatives was rated using the factors of: 1) net annual cost, 2) travel time savings, 3) operational experience, 4) environmental effects, and 5) additional travel capacity. The best performing alternative was the New Highway Alternative. It was followed by a tie of the Cog Rail and Highway/Transit Alternatives and the Aerobus Alternative. The report notes that the transit alternatives would yield additional benefits, such as user savings, air pollution savings and accident savings. Estimates of these additional savings were consider

in comparing the annual net cost less benefits for the three alternatives. The results were that the New Highway Alternative would yield a net benefit of \$8.20/user and the net benefit of the Cog Rail and Aerobus Alternatives were \$9.40/user and \$16.00/user respectively.

Since the Aerobus and Cog Rail alternatives were the best performing, the extensions into San Bernardino (MOS2 and MOS3) were evaluated from a cost-effectiveness perspective. The capital cost for the Cog Rail MOS2 and MOS3 alternatives were (in 1996 dollars) \$524.9 and \$585.7 respectively. The annual operating cost for the two Cog Rail alternatives would increase to \$5.3 million and \$6.4 million. The capital cost for the Aerobus MOS2 and MOS3 alternatives were \$741.3 million and \$872.5 million respectively. The annual operating cost for the two Aerobus alternatives would increase to \$6.1 million and \$7.5 million. The annual forecast of ridership (2015) was the same for both technologies; 2.1 million for MOS2 and 4.0 million for MOS3. The total annual cost per rider for the Cog Rail alternative would stay at \$18.80 for MOS2 and improve to \$10.80 for MOS3. The annual cost per rider for the Aerobus alternative would increase to \$28.90 for MOS2 and improve to \$17.80 for MOS3.

A financial feasibility and affordability was prepared for the Cog Rail MOS1 alternative using four scenarios; fare financed, traditional government funding, public/private funding, and public funding with congestion pricing of the non-transit mode. This analysis concluded that a significant investment of public funds would be required to implement such a project.

There have been some very preliminary discussions with the Southern California Association of Governments (SCAG) regarding the availability of funding to update the feasibility study. Should the Mountain/Desert Committee and Board recommend that the study be updated, staff will continue to work with SCAG to identify planning funds, and, if successful, will prepare an amendment to the Fiscal Year 2008/2009 budget.

**Financial Impact:** At this time, the proposed Fiscal Year 2008/2009 does not include planning funds for updating the feasibility study. As noted above, should the Mountain/Desert Committee and Board recommend that the study be update, staff will work with SCAG to identify the availability of planning funds.

**Reviewed By:** This item will be reviewed by the Mountain/Desert Committee on March 21, 2008.

**Responsible Staff:** Michael Bair, Director of Transit and Rail Programs

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## *Minute Action*

AGENDA ITEM: 4

**Date:** March 21, 2008

**Subject:** Victor Valley Area Transportation Study (VVATS)

**Recommendation:\*** Approve the Final Report for the Victor Valley Area Transportation Study.

**Background:** For the past two years, SANBAG with participation from the Cities of Adelanto, Hesperia, Victorville, Town of Apple Valley, County of San Bernardino and Caltrans has been working to develop a long range transportation plan for the Victor Valley. The plan is known as the Victor Valley Area Transportation Study (VVATS). The consultant under contract for this study is Kimley-Horn and Associates, Inc.

J.D. Douglas, project manager from Kimley-Horn, has made three prior presentations to the Mountain/Desert Committee—July 21, 2006, March 16, 2007 and August 17, 2007—documenting the progress of the study. The prior presentations have included a discussion of the Existing Conditions Report, a discussion on right of way preservation, key findings from the alternatives analysis, and potential funding scenarios for the recommended transportation system.

A hard copy of the Final Report will be available for review at the March 21, 2008 Mountain/Desert Committee and electronic copies of the full report, including the appendices are available on request. Chapter 4, which

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*Approved*  
*Mountain/Desert Committee*

*Date:* \_\_\_\_\_

*Moved:* \_\_\_\_\_ *Second:* \_\_\_\_\_

*In Favor:* \_\_\_\_\_ *Opposed:* \_\_\_\_\_ *Abstained:* \_\_\_\_\_

*Witnessed:* \_\_\_\_\_

includes discussion of the Recommended Plan and provides a hypothetical financial plan, has been included as Attachment 1 to this agenda item. Based on the analysis contained in the study, the recommended roadway system plan to meet Year 2035 demand includes the following elements:

- Increased capacity on I-15 consistent with the adopted locally preferred strategy for the I-15 corridor (one additional general purpose lane plus one high occupancy vehicle lane in each direction from US-395 to the High Desert Corridor, and two reversible managed lanes from US-395 to SR-210).
- Construct the High Desert Corridor as a limited access highway from US-395 to Dale Evans Parkway, and as an expressway from Dale Evans Parkway to SR-18.
- US-395 is developed as a high capacity six-lane arterial, with limited driveway access and enhanced intersection capacity at major intersections including dual left turn lanes and in some locations separate right turn lanes.
- SR-138 between I-15 and Summit Valley Road will need to be widened to four lanes and realigned to a higher design speed and capacity.
- New freeway interchanges constructed on the I-15 at Ranchero Rd, Muscatel Rd, Mojave Rd, Eucalyptus Rd and La Mesa/Nisqualli Rd.
- Arterial streets developed as included in local jurisdiction General Plans, including new bridges across the Mojave River (at Yucca Loma Rd, Lemon St/Tussing Ranch Rd, and Rock Springs Rd) and new grade separated crossings of the BNSF rail line.

The estimated construction cost of the recommended Year 2035 roadway system is approximately \$3.06 billion in 2007 dollars. Of the total system cost, approximately \$2.22 billion is projected to be available from current funding sources, including development fees, Measure I and state and federal sources. The approximately \$800 million balance of funding needed to complete the Year 2035 recommended system requires additional funding. Based on the tolling analysis prepared as part of the study, potential toll revenues on the High Desert Corridor through the Year 2035 are estimated at \$148 million. If tolls are included in the funding scenario, the remaining funding shortfall is about \$685 million.

Two additional potential options to bridge the remaining funding shortfall were identified by the consultant as part of the report. First, if San Bernardino County

approved an additional ½ cent sales tax beginning in 2025, the Victor Valley could generate an additional \$545 million for system improvements by 2035, assuming that this was totally devoted to regional improvements. Second, Victor Valley jurisdictions could approve additional transportation development impact fees in the amount of \$4,000 per dwelling unit equivalent (in 2007 dollars) to generate approximately \$520 million between now and 2035. Both of these funding scenarios have their pros and cons. However, the recommended system cannot be further scaled back without experiencing detrimental effects to regional mobility in 2035. Although it is not necessary to select a strategy to fill the funding gap identified in VVATS at this time, Victor Valley jurisdictions should be aware that all the projects identified in the plan cannot be fully funded unless significant additional sources of revenue are found. SANBAG and local jurisdictions must pursue all possible state and federal funding opportunities, but at the same time, ultimate responsibility for funding the regional projects in the Victor Valley falls on local shoulders.

J.D. Douglas is scheduled to present the Final Report for VVATS at the March 21, 2008 Mountain/Desert Committee. The presentation will highlight the efforts since the August Mountain/Desert Committee to bring the report to completion, a discussion of the final recommended roadway system and an overview of the financial obstacles confronting the Victor Valley as jurisdictions look to implement aspects of VVATS.

Staff is recommending the Mountain/Desert Committee recommend approval of the VVATS Final Report. The Final Report contains a recommended plan and provides a hypothetical approach to financing the recommended plan. Approval of the VVATS Final Report does not constitute approval of a financial strategy designed to implement the recommended plan. All of the financial analysis contained in the report is illustrative and intended to inform future discussion on funding a regional transportation system in the Victor Valley.

**Financial Impact:** This item has no direct impact on the adopted SANBAG Budget. Staff activities associated with this item are consistent with the adopted SANBAG Budget, Task No. 94508000, Victor Valley Area Transportation Study.

**Reviewed By:** This item is scheduled for review by the Mountain/Desert Committee on March 21, 2008.

**Responsible Staff:** Ryan Graham, Transportation Planning Analyst  
Steve Smith, Chief of Planning

MDC0803A-RPG.DOC  
Attachment:  
MDC0803A1-RPG.PDF  
94508000



## **4 RECOMMENDED PLAN**

The analyses presented in the previous chapter were used to develop two roadway plans for the Victor Valley: a Year 2035 plan and a General Plan Buildout. The 2035 plan was designed to satisfy the level of service objectives with projected 2035 levels of development using funding from current sources to the greatest extent possible. The Buildout plan was designed to satisfy the level of service objectives with full buildout of the Victor Valley as envisioned in the General Plans of the four incorporated areas and the County of San Bernardino.

### **4.1 Year 2035 Recommendations**

The shortfall in available funding compared to the capital costs of the high-level scenarios that include all three new transportation corridors made it clear that the recommended Year 2035 system would not be able to include full development of the new corridors. The system would need to be scaled back to a capacity level consistent with the Year 2035 travel demands. This was accomplished by enhancing capacity in areas projected to experience congestion in Alternative 8 (2035 Low-End Alternative), and reducing the number of lanes planned on arterial streets in the outlying unincorporated portions of the Victor Valley where the traffic forecast showed that the number of lanes could be reduced without creating congestion.

The recommended roadway system plan for Year 2035 is shown in **Figure 4-1**. It includes the following elements:

- Increased capacity on I-15 consistent with the adopted locally preferred strategy (LPS) for the I-15 corridor (one additional general purpose lane plus one high occupancy vehicle lane in each direction from US-395 to the High Desert Corridor, and two reversible managed lanes from US-395 to SR-210).
- Construct the High Desert Corridor as a limited access highway from US-395 to Dale Evans Parkway, and as an expressway from Dale Evans Parkway to SR-18.
- US-395 is developed as a high capacity six-lane arterial, with limited driveway access and enhanced intersection capacity at major intersections including dual left turn lanes and in some locations separate right turn lanes.
- SR-138 between I-15 and Summit Valley Road will need to be widened to four lanes and realigned to a higher design speed and capacity.
- New freeway interchanges constructed on I-15 at the locations shown on Figure 4-1.
- Arterial streets developed with the number of lanes indicated in Figure 4-1, including new bridges across the Mojave River (at Yucca Loma Road, Lemon Street/Tussing Ranch Road, and Rock Springs Road) and new grade-separated crossings of the BNSF rail line.

Following the identification of the Recommended Plan, a final model run was performed.. Prior to conducting the final model run, the following changes were made to the VVATS model:

- Modified socio-economic data for traffic analysis zones in the Helendale area and in the Apple Valley sphere of influence near SR-18, based on input from the County of San Bernardino Planning Department. Generally, residential development was increased in these areas based on development application activity. Slight reductions were made in other unincorporated areas to maintain the same control totals.
- Added improvements to I-15
  - Added one General Purpose lane + 1 HOV lane in each direction from US-395 to Mojave River (total of 4 mixed flow lanes + 1 HOV lane each direction)
  - Added two reversible lanes from US-395 to SR-210 (southbound in the AM peak, northbound in the PM peak)
- Reflected the recommended 2035 roadway system, specifically including the following:
  - Reduced the number of lanes on streets identified as not needing the full buildout number of lanes
  - No realigned US-395
  - No SE Beltway, but a four-lane SR-138 from I-15 to Rancho Las Flores
  - High Desert Corridor coded as freeway from US-395 to Dale Evans Pkwy and as an expressway from Dale Evans Pkwy. To SR-18.
  - Adjusted the High Desert Corridor alignment to reflect the most recent version
  - Coded four lanes on SR-18 through Apple Valley
  - Recoded arterials in Rancho Las Flores area to better reflect the planned roadway system
- Recoded Village Drive as a secondary arterial; verifying that the model network reflects the Victorville street plan in area around Village Drive
- Added heavy duty truck trips to/from SCLA that are not reflected in the model's trip generation
- Added lanes to SR-14 to reflect current long-range plan
- Ensured proper coding of the High Desert Corridor connection to existing US-395
- Coded all arterials within City limits as urban

The final model run includes all of the changes and updates recommended by the technical advisory committee. Forecast Average Daily Traffic volumes at key locations for the recommended system are shown in **Figure 4-2** for Year 2035.

**Figure 4-3** shows the roadway segments projected to experience PM peak period congestion in Year 2035 with the recommended plan. With the recommended improvements, the only roadways projected to experience Levels of Service E or F are the highways through the Cajon Pass area (I-15 and SR-138), as well as a few localized congestion hot spot locations, mostly through interchanges along I-15 and intersections on US-395. Table 4-1 shows the projected intersection levels of service for 2035 with the recommended plan.

The estimated construction cost of the recommended Year 2035 roadway system is approximately \$3.06 billion. **Table 4-2** shows the system construction costs in relation to funding sources anticipated to be available for the recommended system. The construction costs and revenues are expressed in 2007 dollars. Of the total system cost, approximately \$2.22 billion is projected to be available from current funding sources including development fees, Measure I 2010-2040, and state and federal sources.

The funding sources anticipated to be available through 2035 represent 72.5% of the total system cost, approximately \$800 million less than the \$3.06 billion needed. The recommended system is has been derived by substantially cutting back on what was originally conceived as a more robust transportation network. The recommended system meets the anticipated 2035 needs, with the exception of a few “hot spot” locations mainly at interchanges along I-15, but does not leave substantial room for additional growth beyond 2035. In other words, there is little more to cut from the network and still retain a functional system, and the funding gap cannot be easily closed by cutting additional costs.

A hypothetical distribution of funding resources was developed as part of the VVATS financial analysis to illustrate how the magnitude of the shortfall could affect various types of projects. As the hypothetical distribution of resources in Table 4-1 indicates, the funding anticipated to be available could fully fund interchanges, overcrossings, river crossings, railroad crossings and arterial roadways identified in local jurisdiction general plans. The funding could also make strategic contributions to the other projects listed in the table, but in this scenario, supplemental funding would be required for construction of the High Desert Corridor, widening of I-15, and right-of-way acquisition for the future corridors (Realigned US-395 and Southeast Beltway).

It is important to note that the funding scenario contained in Table 4-1 represents only one hypothetical funding scenario and should not be interpreted as a prioritization of projects, as a recommended allocation of funds, or an endorsement of an allocation scenario for Measure I 2010-2040, state or federal funding. The future allocation of Measure I 2010-2040, state or federal funds will be made by the SANBAG Board based on a recommendation by the Mountain/Desert Committee. The SANBAG Board has only recently adopted a set of guiding principles for the allocation of Measure I 2010-2040 Major Local Highway, state and federal funds that are anticipated in the Victor Valley subarea. The next step in the process will be for the Victor Valley subarea to begin discussions on project prioritization as directed by the Board at its February 6, 2008 meeting and for the Mountain/Desert Committee to make a recommendation on project priorities or funding policies to the SANBAG Board of Directors as part of the Measure I 2010-2040 strategic planning process. The information contained in the VVATS Final Report is intended to inform the prioritization discussion, not to establish a schedule for the allocation of Measure I 2010-2040, state and federal funding.

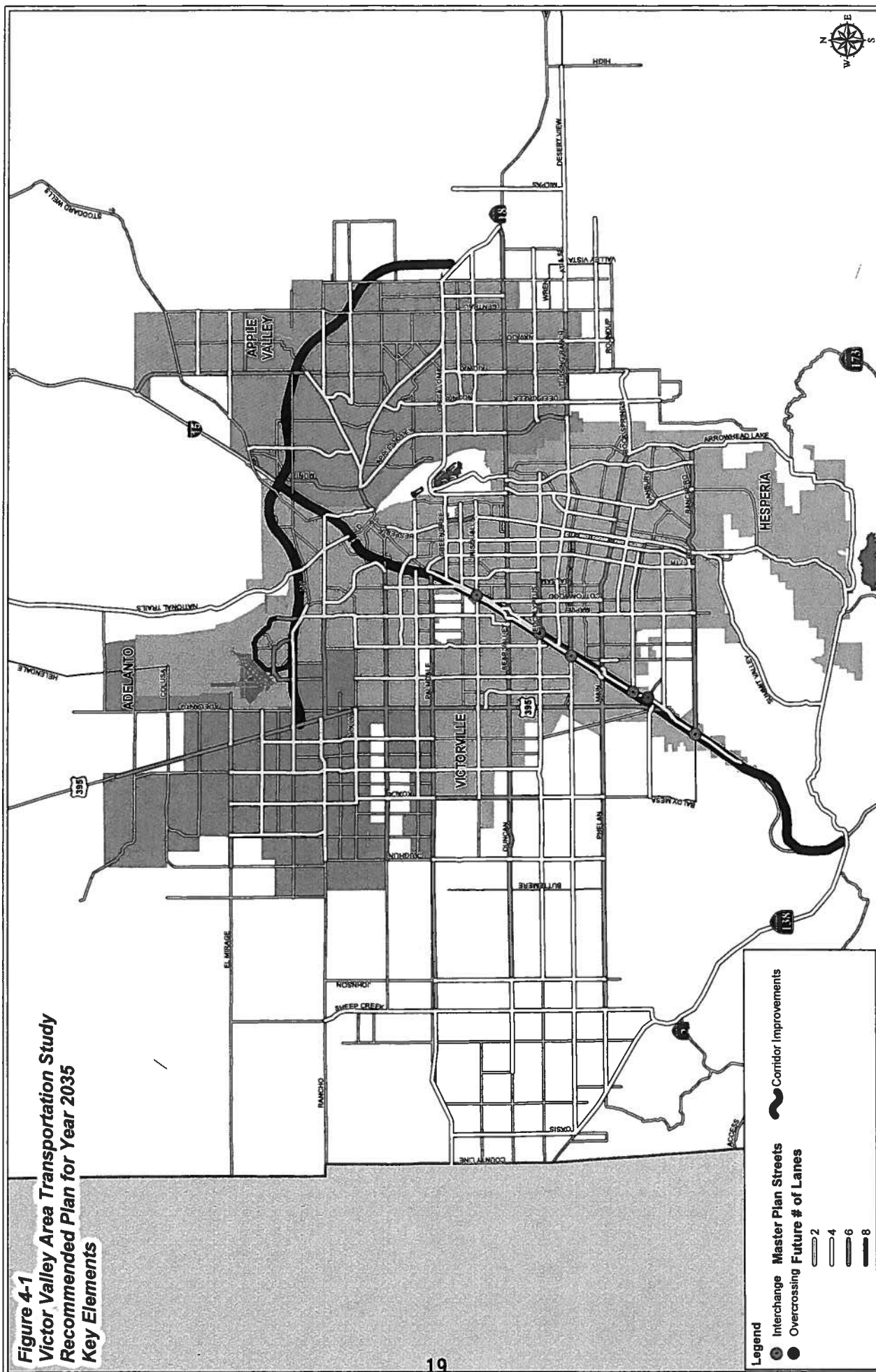
As discussed more thoroughly in Chapter 3 Development of a Financially Balanced Plan, the Recommended Plan is roughly \$806 million underfunded and a series of additional funding sources will be needed to provide a transportation system that is financially constrained. One potential source of additional revenue would be user fees or toll revenues, if the High Desert Corridor is developed as a toll road. Potential toll revenues that could be generated by the High Desert Corridor through the Year 2035 are estimated to be approximately \$148 million based on the toll revenue methodology presented in Chapter 3, Section 3.4.2.1. The potential forecast of toll revenue has been slightly increased from the \$121 million identified in Chapter 3 to \$148 million because the eastern terminus of the High Desert Corridor is recommended to be SR-18 by 2035. If tolls are included in the assumed funding scenario, the remaining funding shortfall is about \$685 million.

While the infusion of toll revenue in the funding matrix for the High Desert Corridor provides approximately one-fourth of the revenue shortfall anticipated in the Recommended Plan, current High Desert Corridor project development activities have not anticipated the facility to be toll financed. The inclusion of a more detailed analysis of toll revenue as well as toll plaza locations and interchange spacing designed to maximize efficiency of toll revenue collection should be considered during the project development process.

One component of the strategy to address the funding shortfall should be that SANBAG and its member agencies work to secure additional state and federal funding. However, it should be recognized that many urban and rapidly urbanizing areas are also seeking additional state and federal transportation funds. State and federal funding beyond what has already been assumed in the Recommended Plan is limited, and competition for these funds will be fierce. Therefore, additional state and federal funds cannot be counted on to fill the shortfall. Consideration should also be given to identifying additional funding from local sources over which SANBAG and its member agencies have more control.

Two additional local sources were evaluated in Chapter 3, including a discussion on their potential as additional revenue sources to supplement the known sources of transportation funding: (1) a 10-year increase in the Measure I sales tax (a 0.5% tax from 2025 to 2040) for jurisdictions in the Victor Valley could generate an additional \$545 million for the Victor Valley. (2) an additional increment of transportation development impact fees to \$4,000 per single family dwelling unit (or equivalent), between now and 2035 would generate approximately \$520 million. Both approaches carry with them their own challenges, but deferral on the development of a preferred strategy will only compound the problem by reducing the number of years for which to collect the additional revenue.

**Figure 4-1**  
**Victor Valley Area Transportation Study**  
**Recommended Plan for Year 2035**  
**Key Elements**



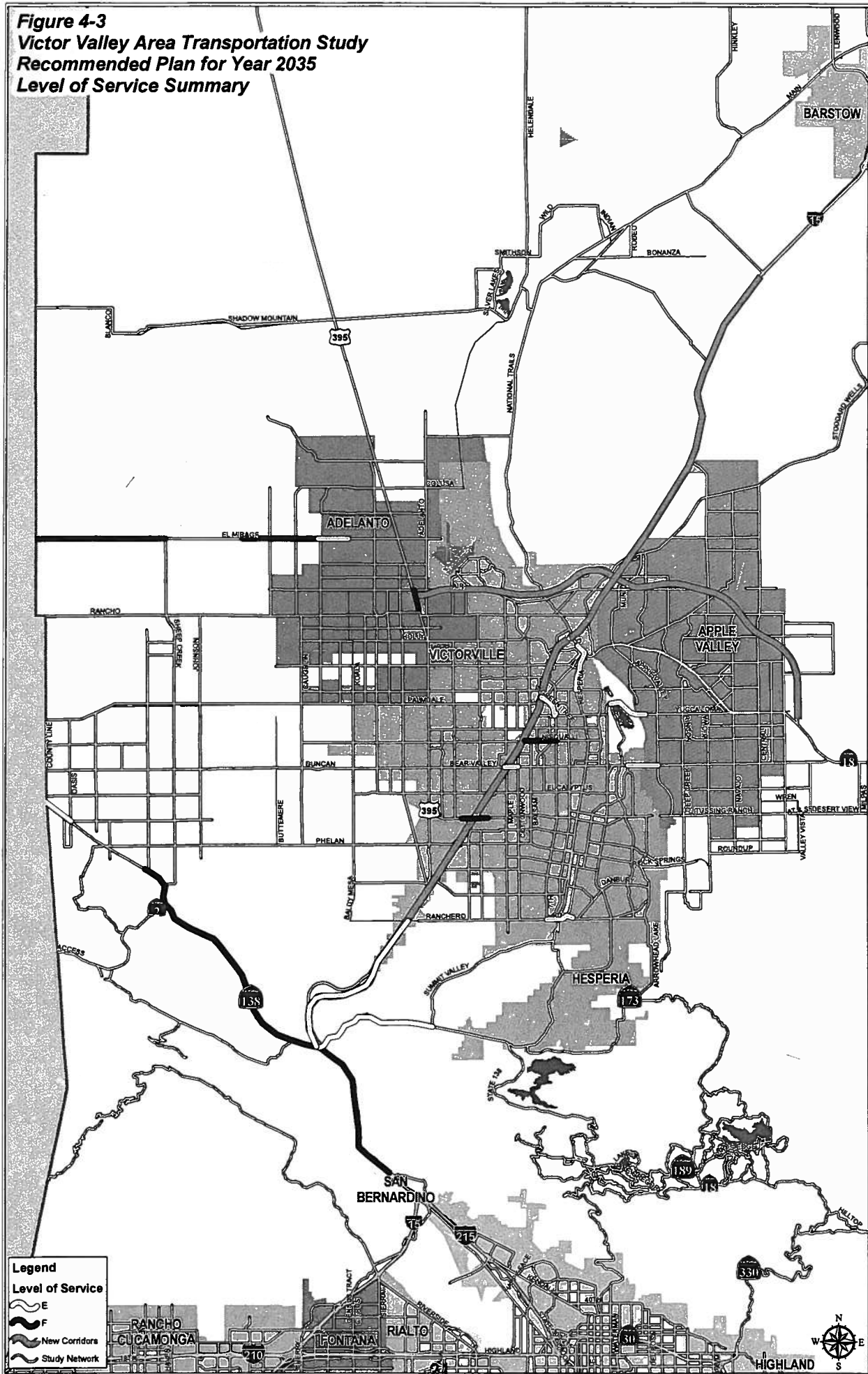
**Figure 4-2**  
**Victor Valley Area Transportation Study**  
**Recommended Plan for Year 2035**  
**Daily Traffic Volumes on Study**  
**Roadway Segments**

The map displays the Victor Valley Area, including Victorville, Apple Valley, and Hesperia. Roadway segments are marked with circles containing ADT values in thousands. Major highways shown include I-15, I-78, and SR-52. The legend indicates ADT (1000s) and the Study Network. A north arrow is located in the top right corner.

**Legend**

- ADT (1000s)
- Study Network

**Figure 4-3**  
**Victor Valley Area Transportation Study**  
**Recommended Plan for Year 2035**  
**Level of Service Summary**



**Table 4-1 –Summary of Intersection Operations for 2035 Recommended Plan,  
PM Peak Hour**

Int. #	Intersection	Recommended Plan		
		LOS	Del/Veh	V/C
1	Koala/Air Expressway	C	22.1	0.153
2	Bellflower/Air Expressway	D	43.1	0.670
3	US-395/Air Expressway	F	219.7	1.180
4	Koala/EI Mirage	C	27.9	0.473
5	US-395/EI Mirage	F	121.2	1.367
6	Bellflower/Mojave	C	27.1	0.328
7	Aster/Palmdale	B	19.1	0.131
8	Bellflower/Palmdale	C	28.3	0.464
9	US-395/Palmdale Rd	D	40.6	0.877
10	Koala/Rancho	C	24.8	0.105
11	Bellflower/Rancho	C	30.5	0.457
12	US-395/Rancho	C	32.3	0.690*
13	Apple Valley/Hwy 18	E/F	74.9	1.067
14	Corwin/Hwy 18	D	35.7	0.738
15	Tao/Hwy 18	C	21.6	0.387
16	Rancherias/Hwy 18	D	54.2	0.910
17	Kiowa/Hwy 18	C	29.0	0.384
18	Navajo/Hwy 18	C	28.2	0.544
19	Central/Hwy 18	C	25.1	0.313
20	Apple Valley/Bear Valley	C	34.5	0.581
21	Deep Creek/Bear Valley	B	18.6	0.491
22	Kiowa/Bear Valley	C	27.6	0.538
23	Navajo/Bear Valley	C	30.6	0.570
24	Central/Bear Valley Road	D	35.8	0.660
25	Bear Valley Cutoff/Hwy 18	C	23.9	0.228
26	Beekley/SR-138	D	38.2	0.597
27	Deep Creek/Rock Springs	B	12.1	0.299
28	Vista/National Trails Hw	C	21.2	0.322
29	US-395/Phelan	E/F	63.1	1.087*
30	Sheep Creek/Hwy 18	C	32.7	0.174
31	SR-138/Summit Valley	B	13.6	0.420
32	Escondido/Main	D	35.5	0.753
33	Maple/Main	C	31.7	0.499
34	Cottonwood/Main	C	33.4	0.865
35	Seventh/Main	C	31.0	0.616
36	I Ave/Main	C	30.5	0.626
37	Seventh/Bear Valley	C	29.4	0.790
38	Hesperia/Bear Valley	D	51.7	0.903
39	I Ave/Bear Valley	D	48.7	0.845
40	Mariposa/Ranchero	C	32.9	0.739
41	US-395/Eucalyptus	C	21.4	0.527





42	US-395/Bear Valley	D	35.1	0.785
43	US-395/La Mesa	C	23.2	0.720
44	US-395/Mojave Dr	C	33.2	0.696
45	US-395/Hopland	B	18.0	0.266
46	Amethyst/Palmdale	C	26.0	0.561
47	Baldy Mesa/Palmdale	C	29.0	0.438
48	Mariposa/Bear Valley	D	47.4	0.875
49	Amargosa/Bear Valley	F	98.2	0.579
50	Baldy Mesa/Bear Valley	C	31.8	0.494
51	I-15 NB Ramps/SR-138	F	120.1	1.132
52	I-15 SB Ramps/SR-138	C	22.0	0.725
53	I-15 NB Ramps/Ranchero	C	29.9	0.730
54	I-15 SB Ramps/Ranchero	C	31.0	0.480
55	I-15 SB Ramps/Main St	B	19.1	0.533
56	I-15 NB Ramps/Main St	C	31.6	0.790
57	I-15 SB Ramps/Mojave St	D	39.5	0.591
58	I-15 NB Ramps/Mojave St	D	35.6	0.901
59	I-15 NB Ramps/Eucalyptus St	C	23.6	0.670
60	I-15 SB Ramps/Eucalyptus	C	25.4	0.739
61	I-15 NB Ramps/Bear Valley	D/F	49.2	1.044*
62	I-15 SB Ramps/Bear Valley	B	15.7	0.472
63	I-15 NB Ramps/La Mesa-Nisquall	D/F	52.1	1.010*
64	I-15 SB Ramps/La Mesa-Nisquall	C	22.7	0.707
65	I-15 NB Ramps/Palmdale	C	30.2	0.931
66	I-15 SB Ramps/Palmdale	C	22.6	0.606
67	I-15 NB Ramps/Roy Rogers-La Pa	C	25.1	0.867
68	I-15 SB Ramps/Roy Rogers	B	12.2	0.694
69	I-15 NB Ramps/Mojave Dr	D/F	50.5	1.019
70	I-15 SB Ramps/Mojave Dr	C	25.1	0.790
71	I-15 NB Ramps/D Street	C	25.6	0.492
72	I-15 SB Ramps/D Street	C	22.8	0.655

**TABLE 4-2**  
**Hypothetical Cost and Revenue Summary**  
**of Recommended System**

	Millions of Dollars	REVENUE BY SOURCE				SUPPLEMENTAL FUNDING		
		DIF	Other Developer	Local Funds	MLH* Measure 1	State/Fed	Tolls	Unfunded
<b>NEW CORRIDORS</b>								
<b>High Desert Corridor</b>								
e/o 395	\$364							
Construction.....	115							
Interchanges.....	74				50	30	148	325
Right-of-Way.....	0							
Construction.....	0							
Interchanges.....	0							
Right-of-Way.....	0							
<b>US-395</b>								
Construction.....	0							
Interchanges.....	0							
Right-of-Way.....	89				0	0		89
<b>Southeast Beltway</b>								
Construction.....	0							
Interchanges.....	0							
Right-of-Way.....	12							
<b>I-15 Widening (SR-138 to Mojave River)</b>								
Mojave River to Bear Valley (Construction + ROW) .....	116				0	0		116
Bear Valley to US-395 (Construction + ROW) .....	174				15	0		159
US-395 to Oak Hills (Construction + ROW) .....	110				45	0		65
<b>INTERCHANGES, OVERCROSSINGS AND BRIDGES</b>								
I-15 Interchanges and Overcrossings.....	449	180	0	0	189	80		0
River Crossings.....	80	49	0	20	0	11		0
Railroad Crossings.....	120	40	0	50	0	30		0
<b>ARTERIAL STREET IMPROVEMENTS</b>								
Construction – curb lane only.....	767		767					
Right-of-way.....	366		316	40				0
Construction – interior lanes.....	180	90		90				0
Intersection widening: construction.....	45	25		20				0
Intersection widening: right-of-way.....	4	3		1				0
<b>TOTAL</b>	<b>\$3,055</b>	<b>\$387</b>	<b>\$1,083</b>	<b>\$221</b>	<b>\$299</b>	<b>\$151</b>	<b>\$148</b>	<b>\$766</b>

\* Does not constitute any official recommendation for the distribution of Measure 1 Major Local Highway funding. This only serves as hypothetical method of distribution. All allocation decisions will be made by the SANBAG Board based on a recommendation from the Mountain/Desert Committee.

#### ASSUMPTIONS

High Desert Corridor  
 from existing US-395 to Dale Evans Parkway as freeway  
 from Dale Evans Parkway to SR-18 as expressway

US-395  
 not built; ROW preserved; 6 lanes on existing US-395  
 upgraded interchange at US-395/I-15

Southeast Beltway  
 not built; ROW preserved; SR-138 straightened and widened to 4 lanes  
 improve I-15/SR-138 interchange

I-15 Interchanges and Overcrossings  
 I-15/Ranchero: new interchange  
 I-15/Muscatel: new interchange, Joshua overcrossing remains  
 I-15/Mojave: new interchange  
 I-15/Eucalyptus: new interchange  
 I-15/LaMesa/Nisqually: new interchange

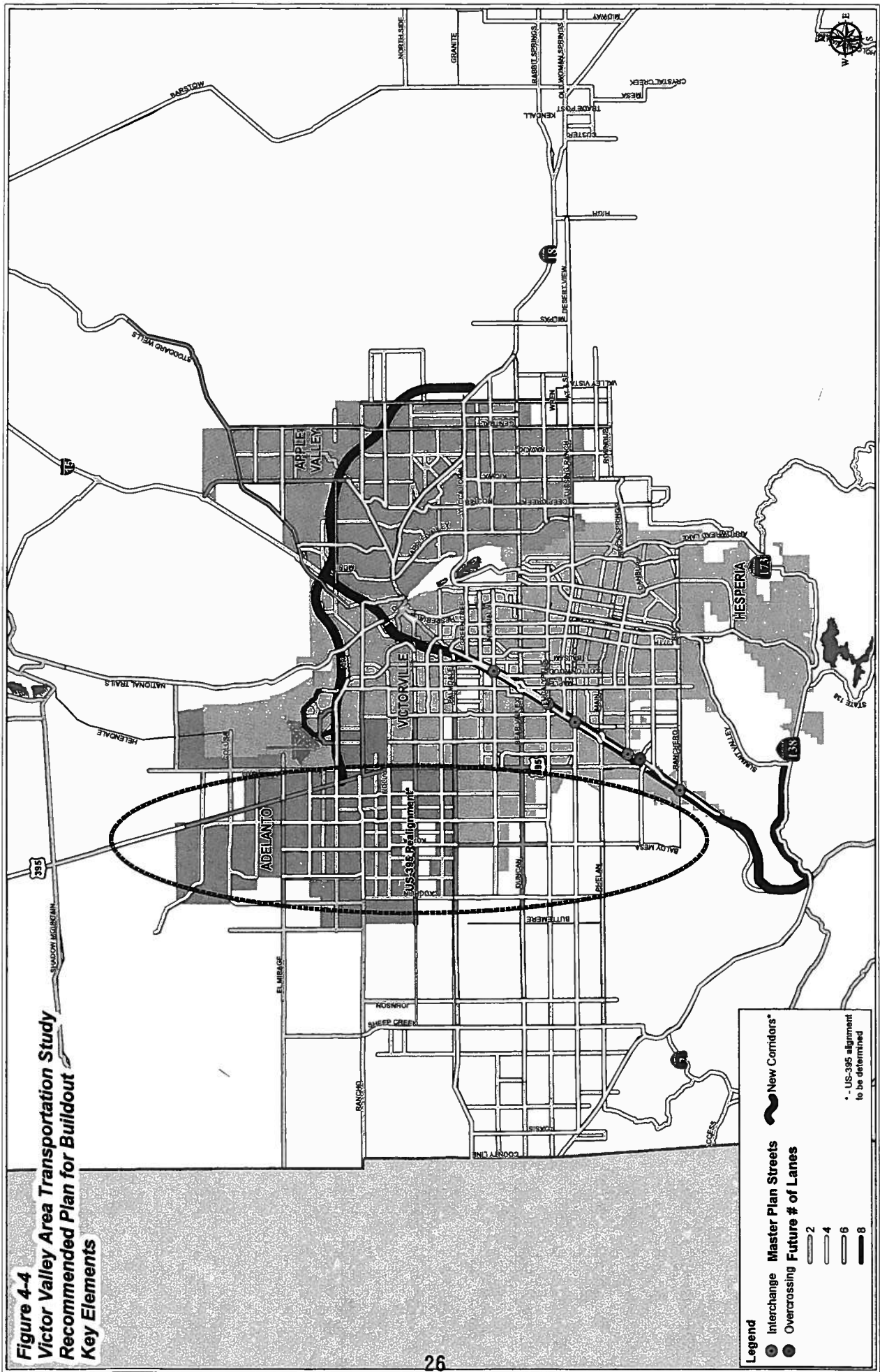
## 4.2 General Plan Buildout Recommendations

The recommended roadway system for General Plan Buildout is shown in **Figure 4-4**. It includes all the improvements recommended for Year 2035, plus new highway corridors (the realigned US-395 and the Southeast Beltway), and full development of the roadway systems planned in the local agencies' general plans.

A number of alternative alignments have been identified for the realigned US-395 but a preferred alignment will be determined through additional studies to be conducted at a later date.

The Buildout peak period demand in the SR-138 corridor would require additional capacity from I-15 to Summit Valley Road. West of Summit Valley Road the two arterials would provide sufficient capacity. Therefore it is recommended that the Southeast Beltway limited access highway be constructed from I-15 to Summit Valley Road.

**Figure 4-4**  
**Victor Valley Area Transportation Study**  
**Recommended Plan for Buildout**  
**Key Elements**



- San Bernardino County Transportation Commission ■ San Bernardino County Transportation Authority  
 ■ San Bernardino County Congestion Management Agency ■ Service Authority for Freeway Emergencies

## *Minute Action*

AGENDA ITEM: 5

**Date:** March 21, 2008

**Subject:** FY2008/2009 Budget – Mountain/Desert Committee Review

**Recommendation:\*** FY2008/2009 Budget – Mountain/Desert Committee Review

**Background:** Staff has developed proposed FY2008/2009 budgets for those tasks that relate to activities within the Mountain/Desert subregion or contain Mountain/Desert Measure I Administrative funds. Included in this agenda item are narrative descriptions of those tasks, including tasks for Mountain/Desert Measure I expenditures. This review of tasks is intended to gain input on the appropriateness of the type and scope of work efforts.

Following is a list of the tasks which are scheduled for review by the Mountain/Desert Committee (“DMS” is the Director of Management Services and “CFO” is the Chief Financial Officer, both positions currently vacant):

<u>Task</u>	<u>Description</u>	<u>Manager</u>
10409000	Intergovernmental Relations	Franco
20309000	Congestion Management	Schueling
21309000	High Desert Corridor Studies	DMS
31609000	Barstow-County Transit	Bair
31709000	Victor Valley Transit	Bair
31809000	Morongo Basin Transit	Bair
31909000	Social Service Transportation Plan	Bair
32009000	Needles Transit	Bair

\*

*Approved*  
*Mountain/Desert Committee*

*Date: March 21, 2008*

*Moved: Second:*

*In Favor: Opposed: Abstained:*

*Witnessed: \_\_\_\_\_*

32109000	Mountain Area Transit	Bair
50309000	Legislation	Franco
50509000	M/D Measure I Administrative Fund	DMS
51309000	M/D Measure Local I	CFO
60509000	Publications & Public Outreach	Barmack
60909000	Agency Strategic Planning	Schuiling
85009000	Toll Facility Development	Barmack
88009000	I-15/I-215 Devore Interchange	Cohoe
90709000	Debt Service – Big Bear/92 Issue	CFO
90809000	Debt Service – Mt/Unincorporated 92 Issue	CFO
91801000	Mountain/Desert Measure I Local	DMS
94109000	Mt/Desert Planning & Project Development	DMS
94209000	Financial Management	CFO
94509000	Victor Valley Area Transportation Study	Barmack
94609000	Debt Service – Barstow/96 Issue	CFO
95009000	Debt Service – Yucca/01 Issue B	CFO

The staff recommendation for allocation of the 1% Mountain/Desert Measure I Administrative Funds is as follows:

<b><u>Task</u></b>	<b><u>Description</u></b>	<b><u>Amount</u></b>
50509000	M/D Measure I Administration	\$192,976
50309000	Legislation	\$ 17,406
10409000	Intergovernmental	\$ 10,702
94109000	M/D Planning and Project Implementation	\$ 8,027
94209000	Financial Management	\$ 8,027
60509000	Publications and Public Outreach	\$ 5,352
85009000	Toll Facility Development	\$ 2,000
60909000	Agency Strategic Plan	\$ 2,000
<b>Total</b>	<b>M/D Measure I Administrative Fund</b>	<b>\$246,490</b>

**Financial Impact:** These tasks will be part of the overall budget adoption which establishes the financial and policy direction for the next fiscal year.

**Reviewed By:** This item is scheduled for review by the Mountain/Desert Committee on March 21, 2008.

**Responsible Staff:** Deborah Robinson Barmack, Executive Director  
 Michelle Kirkhoff, Director, Air Quality/Mobility Programs

## **TASK: 10409000 INTERGOVERNMENTAL RELATIONS**

**OBJECTIVE:** To foster SANBAG's involvement in a broad range of local, regional state and federal governmental settings.

**ACCOMPLISHMENTS:** San Bernardino Associated Governments (SANBAG) strengthened its advocacy efforts on goods movement-related issues by partnering with the Southern California Consensus Group. Members of the consensus group include SANBAG, Riverside County Transportation Commission (RCTC), Los Angeles County Metropolitan Transportation Authority (MTA), Orange County Transportation Authority (OCTA), Ventura County Transportation Commission (VVTC), Alameda Corridor Transportation Authority, Alameda Corridor East Construction Authority (ACE), Southern California Regional Rail Authority (SCRRA), the California Department of Transportation (Caltrans), the Ports of Los Angeles/Long Beach/Hueneme, South Coast Air Quality Management District (SCAQMD) and Southern California Association of Governments (SCAG). Collectively, the Southern California Consensus Group is well received in Sacramento and provides a more unified message while advocating for funding from the Trade Corridors Improvement Fund (TCIF). The Director met with elected officials in Sacramento, participated in meetings, conference calls, sought support letters and assisted in coordinating briefings held in Sacramento to promote SANBAG's priorities for TCIF.

SANBAG and RCTC also continued to hold periodic legislative luncheons for field representatives of state and federal office holders. The Director worked to coordinate with RCTC for the state's Business, Transportation and Housing Agency's hearing on TCIF, the Assembly Select Committee on Inland Empire Transportation Issues, and the Senate Select Committee on Alameda Corridor East, each held in San Bernardino. For each of these hearings, the Director assisted to prepare board members by providing background information and talking points. The Director also assisted with developing a press release for the SANBAG Board concerning the landmark effort to establish the Southern California National Freight Gateway Collaboration.

Additionally, the Director co-chaired the Transportation Committee for Inland Action and took a leading role establishing the agenda for the Inland Action Washington, D.C. advocacy trip. Inland Action has been instrumental in advocating for various projects.

**DESCRIPTION:** This work element groups all policy development, interagency activities and regional and statewide committee participation into one work element. Intergovernmental activity including Mountain/Desert, Inland, and city manager divisions of the League of Cities as well as the California State Association of Counties is included in this task. Staff also participates in statewide advocacy groups: e.g., the Self-Help County Coalition, Southern California Legislative Roundtable, Southern California Associated Governments, California Association of Councils of Governments, California Transit Association and the International City/County Management Association.

This task also provides for collaboration with local, State, and Federal agencies relative to SANBAG's Measure I Program.

**SANBAG support for the monthly San Bernardino City/County Managers Technical Advisory Committee is budgeted in this task. The work element supports the participation and dues for SANBAG Board Members in California Association of Council of Governments and Western Council of Governments' meetings.**

**WORK ELEMENTS:**

- 1. Participation in the Self-Help Counties Coalition, and the League of Cities Transportation and City Managers Department meetings (bi-monthly), the International City/County Management Association, and the California Transit Association.**
- 2. Participation in League of California Cities, Inland & Desert/Mountain Division, as well as each League Division's new Legislative Task Force.**
- 3. Support of SANBAG's City/County Managers Technical Advisory Committee meetings.**
- 4. Augmenting the bi-monthly CALCOG Directors meeting, CALCOG conducts an annual two-day policy conference in April, and a Board meeting in conjunction with either the League of Cities or the California State Association of Counties (CSAC) annual meeting in the October-November time frame.**

**PRODUCTS: SANBAG involvement and leadership in regional and statewide government associations. Fuller understanding and support for SANBAG policies and program by member jurisdictions, regional and state organizations.**

**Through enhanced outreach, engender a broader understanding of discretionary transportation projects and program issues. Periodic memoranda and board action items as well as text of speeches and presentations, will document these efforts.**

**FUNDING**

<b>SOURCES:</b>	<b>\$ 28,653</b>	<b>General Assessment Dues</b>
	<b>\$ 10,702</b>	<b>Measure I Mountain/Desert Administration Fund</b>
	<b>\$385,280</b>	<b>Measure I Valley Administration Fund</b>
	<b><u>\$108,693</u></b>	<b><u>Measure I Valley Major Projects Fund</u></b>
	<b><u>\$533,328</u></b>	<b><u>TOTAL NEW BUDGET</u></b>
	<b>\$ 0</b>	<b>Total Anticipated Encumbrances on 06/30/08</b>
	<b>\$ 0</b>	<b>Unbudgeted Obligations for Contracts Approved Prior to FY 2008/2009</b>

**MANAGER: Jennifer Franco**



**TASK NO. 10409000 Intergovernmental Relations**  
**MANAGER: Jennifer Franco**

**BUDGET COMPARISON**  
**2008/2009 Proposed Budget**

	2006/07 Actual	2007/08 Budget As of 02/06/08	2008/09 Proposed
<b>Anticipated Encumbrances</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
<b>Line Item</b>			
Salaries	80,965	114,000	125,870
Fringe Allocation	68,431	80,678	72,828
Indirect Allocation	124,280	174,763	172,430
CNG Van	0	100	200
Communications	0	300	500
Contributions/Other Agencies	0	5,368	6,000
Meeting Expense	4,798	2,500	2,500
Mileage Reimb/Nonemployee	127	0	100
Mileage Reimb/SANBAG Only	200	2,500	2,500
Office Expense	112	1,000	1,500
Postage	131	300	400
Printing – Internal Only	121	500	500
Printing – Miscellaneous	0	100	500
Professional Services	6,566	70,000	77,000
Subscriptions	0	500	500
Training/Membership	8,881	40,000	45,000
Travel – Air	2,280	14,000	14,000
Travel - Other	3,757	7,500	9,000
Travel – Other/Nonemployee	1,480	0	1,000
Travel – Air/Nonemployee	463	0	1,000
<b>Total New Budget</b>	<b>\$0</b>	<b>\$0</b>	<b>\$533,328</b>
<b>Total Actual/Planned Budget</b>	<b>\$302,592</b>	<b>\$514,109</b>	<b>\$533,328</b>

## **TASK: 20309000 CONGESTION MANAGEMENT**

**OBJECTIVE:** Meet State and Federal Congestion Management requirements. Maintain performance levels on the regionally significant transportation system in ways that are consistent with air quality attainment strategies within all air basins of the County. Establish and maintain a nexus between land use decisions and the ability of the transportation system to support the use.

**ACCOMPLISHMENTS:** The countywide Congestion Management Program (CMP) was adopted in November 1992 after more than two years work and preparation of an Environmental Impact Report. The program was updated in 1993, 1995, 1997, 1999, 2001, 2003, 2005, and 2007. All jurisdictions have adopted and implemented the Land Use Transportation Analysis Program as required by law, and, along with Caltrans, are continuing to monitor their portions of the regional transportation system, as specified in the CMP as a condition of compliance. The CMP calls for preparation of areawide, rather than facility-specific deficiency plans, and that the deficiency plans' action programs should be developed through the Comprehensive Transportation Plan (CTP) (see Task 40409000). Model improvements for the CMP (the CTP model and other subarea models, see Task 20209000) have been undertaken periodically within the Valley, Victor Valley, Morongo Basin, and Barstow/Northeast Desert subareas.

The 2005 CMP update included several significant revisions to the program, including a re-drafting of Chapter 4 and the addition of two new appendices, to incorporate provisions for a development mitigation program. The addition of a development mitigation program to the CMP was a requirement of the approval of Measure I 2010-2040 in November, 2004. The development mitigation program contained in the CMP was guided by a broad cross-section of stakeholders, including representatives from local jurisdictions and the private sector. The Measure I 2010-2040 Ordinance required that development mitigation programs be adopted by all jurisdictions in the urbanized portions of the county by November 2006. As of January 2007, all jurisdictions subject to the development mitigation program have adopted and implemented compliant programs. The development mitigation program was updated in 2007.

**DESCRIPTION:** Administer and update the CMP as needed to reflect changes in conditions and requirements since the last update of the program, including revisions to reflect any statutory changes. Fulfill Congestion Management Agency responsibilities specified in the CMP. Assist in preparation of areawide deficiency plans based on the Comprehensive Transportation Plan pursuant to SANBAG Board policy adopted in 1994. Utilize data developed through CMP procedures to assist in selection and prioritization of transportation projects by SANBAG for discretionary funding. Provide technical oversight and review of Traffic Impact Analysis Reports prepared in rural Mountain/Desert subarea's. Local jurisdictions in the Mountain/Desert area annually reimburse SANBAG for CMP related expenditures in those respective areas. Task may include budget for professional services for technical review of Traffic Impact Analysis reports and updates to the CMP, as needed. An update to the SANBAG Development Mitigation Nexus Study is expected to be initiated with approval by the SANBAG Board

anticipated in mid FY 2007/2008. The implementation guidelines for the development mitigation program may also be revised. SANBAG staff will continue to monitor and maintain the development mitigation program, and work with local jurisdictions on the annual project cost escalation as needed. TIA reports will continue to be reviewed in areas outside the Valley and Victor Valley.

#### **WORK ELEMENTS:**

1. Assist, with Caltrans, local jurisdictions in preparation of areawide deficiency plans in accordance with Board policy the Comprehensive Transportation Plan, and the Development Mitigation Nexus Study.
2. Provide review for technical consistency of Traffic Impact Analysis reports prepared by local governments in response to Land Use/Transportation Analysis Program requirements as needed pending completion of areawide deficiency plans as noted above, and monitor compliance with the program as required by law.
3. Work with local jurisdictions and private sector to update requirements for local jurisdiction development mitigation programs that are consistent with Section VIII of the Measure I 2010-2040 ordinance and the Development Mitigation Program contained in Chapter 4, Appendix K and Appendix J of the CMP. Work with local jurisdictions and the private sector as the local jurisdictions implement and maintain compliant development mitigation programs.
4. Maintain countywide database of traffic impact and proposed mitigation data for use in project selection and prioritization decisions associated with SANBAG calls for projects.
5. Represent the Congestion Management Agency in discussions with other counties and regional, State, and Federal agencies regarding CMP and Congestion Management System consistency, performance measurement, data requirements, intercounty mitigation, and other issues.
6. Update of the CMP based on Development Mitigation Nexus Study and Comprehensive Transportation Plan data and findings.
7. As requested, facilitate the conflict resolution process.

**PRODUCT:** Continuing implementation of the Congestion Management Program for San Bernardino County; with streamlining through implementation of the areawide deficiency plan strategy

#### **FUNDING**

<b>SOURCES:</b>	<b>\$138,674</b>	<b>Measure I Valley Traffic Management and Environmental Enhancement Fund</b>
	<b><u>\$ 39,286</u></b>	<b><u>Local Fund – Mountain/Desert Jurisdictions Reimbursement</u></b>
	<b><u>\$177,960</u></b>	<b><u>TOTAL NEW BUDGET</u></b>
	<b>\$ 0</b>	<b>Total Anticipated Encumbrances on 06/30/08</b>
	<b>\$ 0</b>	<b>Unbudgeted Obligations in Contracts Approved prior to FY 2008/2009</b>

**MANAGER: Ty Schuiling**

**TASK NO. 20309000 Congestion Management**  
**MANAGER: Ty Schuiling**

**BUDGET COMPARISON**  
**2008/2009 Proposed Budget**

	<b>2006/07 Actual</b>	<b>2007/08 Budget As of 02/06/08</b>	<b>2008/09 Proposed</b>
<b>Anticipated Encumbrances</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
<b>Line Item</b>			
Salaries	31,310	70,719	59,660
Fringe Allocation	26,463	50,049	34,520
Indirect Allocation	48,061	108,415	81,730
Consulting Fees	0	20,000	0
Meeting Expense	12	150	200
Mileage Reimb/SANBAG Only	52	100	200
Office Expense	0	500	500
Postage	998	400	400
Printing – Internal Only	117	50	250
Printing – Miscellaneous	0	500	500
Professional Services	6,533	13,636	0
Travel – Other	0	50	0
<b>Total New Budget</b>	<b>\$0</b>	<b>\$0</b>	<b>\$177,960</b>
<b>Total Actual/Planned Budget</b>	<b>\$113,546</b>	<b>\$264,569</b>	<b>\$177,960</b>

## **TASK: 21309000 HIGH DESERT CORRIDOR STUDIES**

**OBJECTIVE:** Identify a regionally significant right-of-way alignment for a transportation corridor bounded by Route 14 in the communities of Lancaster and Palmdale and Route 18 east of Apple Valley.

**ACCOMPLISHMENTS:** The first study was initiated by SANBAG and CALTRANS in 1992 with the adoption of a formal Memorandum of Understanding. Stage 1, Existing Conditions Inventory was completed in 1993/1994. The Project Study Report on the Victor Valley segment was completed and approved by Caltrans on August 25, 1998. A modified Project Study Report for the Victor Valley segment was also completed in June 2000 to adjust for interchange placement associated with the I-15 widening. In February 2002, a corridor study for the two-county project was approved, culminating four years of work by local participants. The Project Approval and Environmental Document for the segment from U.S. 395 to east Apple Valley was initiated in 2003 by the County of San Bernardino, on contract to perform the work for City of Victorville and Town of Apple Valley, which are co-lead agencies. SANBAG participates as a member of the Project Development Team for the project approval and environmental document phase, which will continue through 2008/2009. In 2006/2007 Caltrans completed a Project Study Report for the segment from US-395 to the Antelope Valley.

**DESCRIPTION:** The initial High Desert Corridor Study was performed by CALTRANS, in cooperation with SANBAG, Los Angeles County Metropolitan Transportation Authority (LACMTA), Southern California Association of Governments (SCAG), Federal Highway Administration (FHWA) and local jurisdictions. The study provides a multi-modal analysis of travel between the Victor Valley and Antelope Valley which includes transportation options and movement of goods through the corridor. Efforts to date have produced a transportation model of the Antelope Valley/Victor Valley areas, an approved corridor study, and an approved Project Study Report for the Victor Valley segment and the Victor Valley to Antelope Valley segment. The project approval and environmental document for the Victor Valley segment of the corridor began in 2003 funded by a Federal discretionary allocation designating Victorville and Apple Valley as lead agencies. The Counties of San Bernardino and Los Angeles are pursuing an independent effort to develop the segment between the Antelope Valley and U.S. 395 through a public-private partnership. SANBAG is represented on the technical committee for that independent effort.

### **WORK ELEMENTS:**

- 1. Represent SANBAG as a major sponsor of the corridor development and serve on the Project Development Team for the project approval and environmental document on the Victor Valley segment.**
- 2. Report to governing bodies of the SANBAG jurisdictions regarding progress and major issues addressed in the study.**

3. Work with CALTRANS and local jurisdictions to develop a plan for the preservation of a mutually acceptable transportation corridor serving the two rapidly growing subregions.

**PRODUCT:** Participate in completion of the project approval and environmental document for the Victor Valley segment of the route, which will continue through Fiscal Year 2008/2009.

**FUNDING**

**SOURCES:** \$19,259      Local Transportation Fund - Planning

\$19,259      TOTAL NEW BUDGET

\$      0      Total Anticipated Encumbrances on 06/30/07

\$      0      Unbudgeted Obligations in Contracts Approved Prior to  
FY 2008/2009

**MANAGER:** Deborah Robinson Barmack

**TASK NO. 21309000 High Desert Corridor Studies**  
**MANAGER: Deborah Robinson Barmack**

**BUDGET COMPARISON**  
**2008/2009 Proposed Budget**

	<b>2006/07 Actual</b>	<b>2007/08 Budget As of 02/06/08</b>	<b>2008/09 Proposed</b>
<b>Anticipated Encumbrances</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
<b>Line Item</b>			
Salaries	3,887	6,407	6,362
Fringe Allocation	3,285	4,534	3,681
Indirect Allocation	5,966	9,822	8,715
CNG Van	12	100	100
Mileage Reimb/SANBAG Only	40	400	400
Postage	0	100	0
Professional Services	67	1,000	1
<b>Total New Budget</b>	<b>0</b>	<b>0</b>	<b>19,259</b>
<b>Total Actual/Planned Budget</b>	<b>13,257</b>	<b>22,363</b>	<b>\$19,259</b>



**TASK: 31609000 BARSTOW-COUNTY TRANSIT**

**OBJECTIVES:** To evaluate the effectiveness and efficiency of existing transit services and operating and capital improvements proposed for transit services administered by the City of Barstow including the Barstow Area Transit and demand responsive services for seniors and persons with disabilities in Big River and Trona.

**ACCOMPLISHMENTS:** With input from the City of Barstow and the County of San Bernardino, provided assistance in the development and review of amendments to the Barstow-County Fiscal Year 2007/2008 to 2011/2012 Short Range Transit Plan (SRTP). The SRTP is a biennial planning document which provides the description and justification of all proposed service and capital improvements to be funded with Federal, State and local revenues. In addition, during Fiscal Year 2007/2008, SANBAG funded an operations analysis of the Barstow Area Transit system that is expected to be completed in the Spring of 2008.

**DESCRIPTION:** This is an ongoing project that includes the provision of transit technical assistance and oversight required under the County Transportation Commission (CTC) responsibilities. During Fiscal Year 2008/2009 a new Barstow-County SRTP will be prepared covering Fiscal Years 2009/2010 through 2013/2014 as well as any amendments to the Fiscal Year 2007/2008 to 2011/2012 SRTP. The Barstow-County SRTP and any amendments thereto, provides the necessary justification for SANBAG approval of Federal, State and local funding for transit operations and capital improvements for systems administered by the City of Barstow.

**WORK ELEMENTS:**

1. Provide technical assistance through attendance at meetings with funding agencies and operators as required.
2. Provide technical assistance for the development and review of amendments to the Barstow-County Fiscal Year 2007/2008 to 2011/2012 SRTP and the Fiscal Year 2008/2009 Transit Operating and Capital Budget.
3. Provide fund estimates for the development of the Barstow-County Fiscal Year 2009/2010 to 2013/2014 SRTP and 2009/2010 Transit Operating and Capital Budget.
4. Review and critique the Barstow-County Transit Fiscal Year 2009/2010 to 2013/2014 SRTP and Fiscal Year 2009/2010 Operating and Capital Budget.
5. Ensure coordination with other transit operators.

**PRODUCT:** Memoranda to Board regarding amendments to the Barstow-County Fiscal Year 2007/2008 to 2011/2012 SRTP and Fiscal Year 2008/2009 Operating and Capital Budget, the Barstow-County Fiscal Year 2009/2010 to 2013/2014 SRTP and the Barstow-County Fiscal Year 2009/2010 Operating and Capital Budget.

**FUNDING:**

<b>SOURCES:</b>	<u>\$42,652</u>	<u>Local Transportation Fund - Planning</u>
	<u>\$42,652</u>	<u>TOTAL NEW BUDGET</u>
	\$ 0	Total Anticipated Encumbrances on 06/30/08

**\$ 0      Unbudgeted Obligations in Approved Contracts Prior to  
FY 2008/2009**

**MANAGER: Michael Bair**

**TASK NO. 31609000 Barstow-County Transit**  
**MANAGER: Michael Bair**

**BUDGET COMPARISON**  
**2008/2009 Proposed Budget**

	<b>2006/07 Actual</b>	<b>2007/08 Budget As of 02/06/08</b>	<b>2008/09 Proposed</b>
<b>Allocation of Encumbrances</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
<b>Line Item</b>			
Salaries	7,709	7,569	14,179
Fringe Allocation	6,516	5,357	8,204
Indirect Allocation	11,834	11,604	19,424
Consulting	0	100,000	0
Office Expense	0	0	30
Postage	0	25	40
Printing -Internal	10	25	25
Professional Services	0	0	200
Mileage Reimb/SANBAG Only	584	350	300
Travel – Other	201	250	250
<b>Total New Budget</b>	<b>\$0</b>	<b>\$0</b>	<b>\$42,652</b>
<b>Total Actual/Planned Budget</b>	<b>\$26,854</b>	<b>\$125,180</b>	<b>\$42,652</b>

**TASK: 31709000 VICTOR VALLEY TRANSIT**

**OBJECTIVE:** To evaluate the effectiveness and efficiency of existing transit services and operating and capital improvements proposed by the Victor Valley Transit Authority.

**ACCOMPLISHMENTS:** Provided assistance in the development and review of amendments to the Victor Valley Transit Authority (VVTa) Fiscal Year 2007/2008 to 2011/2012 Short Range Transit Plan (SRTP). The SRTP is a biennial planning document which provides the description and justification of all proposed service and capital improvements to be funded with Federal, State and local revenues. SANBAG has provided technical and financial assistance to a comprehensive study of the VVTa regional fixed route service that was completed in Fiscal Year 2006/2007.

**DESCRIPTION:** This is an ongoing project that includes the provision of transit technical assistance and oversight required under the County Transportation Commission (CTC) responsibilities. During Fiscal Year 2008/2009, VVTa will be required to prepare a new SRTP covering Fiscal Years 2009/2010 through 2013/2014 as well as any amendments to the Fiscal Year 2007/2008 to 2011/2012 SRTP. The VVTa SRTP and any amendments thereto, provides the necessary justification for SANBAG approval of Federal, State and local funds for VVTa operations and capital improvements. Also during Fiscal Year 2008/2009, a consultant will be retained to prepare a study of the commuter needs between the Victor and San Bernardino Valleys. The study will identify cost-effective alternatives for commuters traveling between the Victor and San Bernardino Valleys.

**WORK ELEMENTS:**

1. Attendance at Victor Valley Transit Authority (VVTa) Technical Advisory Committee (TAC) and Board meetings.
2. Provide technical assistance for the development and review of amendments to the VVTa Fiscal Year 2007/2008 to 2011/2012 SRTP and the Fiscal Year 2008/2009 VVTa Operating and Capital Budget.
3. Provide fund estimates for the development of the VVTa Fiscal Year 2009/2010 to 2013/2014 SRTP and 2009/2010 Operating and Capital Budget.
4. Review and critique the VVTa Fiscal Year 2009/2010 to 2013/2014 SRTP and Fiscal Year 2009/2010 Operating and Capital Budget.
5. Develop and issue Request for Proposal and select consultant to conduct the Victor Valley Long-Distance Commuter Needs Study.
6. Ensure coordination with other transit operators.

**PRODUCT:** Memoranda to Board regarding amendments to the VVTa Fiscal Year 2007/2008 to 2011/2012 SRTP and Fiscal Year 2008/2009 VVTa Operating and Capital

**Budget, the VVTA Fiscal Year 2009/2010 to 2013/2014 SRTP and the VVTA Fiscal Year 2009/2010 Operating and Capital Budget.**

**FUNDING**

**SOURCES:   \$138,038       Local Transportation Fund - Planning**

**\$138,038       TOTAL NEW BUDGET**

**\$       0       Total Anticipated Encumbrances on 06/30/08**

**\$       0       Unbudgeted Obligations in Contracts Approved Prior to  
FY 2008/2009**

**MANAGER: Michael Bair**

**TASK NO. 31709000 Victor Valley Transit**  
**MANAGER: Michael Bair**

**BUDGET COMPARISON**  
**2008/2009 Proposed Budget**

	<b>2006/07 Actual</b>	<b>2007/08 Budget As of 02/06/08</b>	<b>2008/09 Proposed</b>
<b>Allocation of Encumbrances</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
<b>Line Item</b>			
Salaries	10,741	11,286	15,894
Fringe Allocation	9,078	7,987	9,196
Indirect Allocation	16,487	17,301	21,773
Consulting Fees	0	0	90,000
Postage	1	25	25
Printing – Internal	20	50	50
Mileage Reimb/SANBAG Only	682	950	950
Travel – Other	30	150	150
<b>Total New Budget</b>	<b>\$0</b>	<b>\$0</b>	<b>\$138,038</b>
<b>Total Actual/Planned Budget</b>	<b>\$37,039</b>	<b>\$37,749</b>	<b>\$138,038</b>

**TASK: 31809000 MORONGO BASIN TRANSIT**

**OBJECTIVES:** To evaluate the effectiveness and efficiency of existing transit services and operating and capital improvements proposed by the Morongo Basin Transit Authority (MBTA).

**ACCOMPLISHMENTS:** Provided assistance in the development and review of amendments to the Morongo Basin Transit Authority (MBTA) Fiscal Year 2007/2008 to 2011/2012 Short Range Transit Plan (SRTP). The SRTP is a biennial planning document which provides the description and justification for all proposed service and capital improvements to be funded with Federal, State and local revenues.

**DESCRIPTION:** This is an ongoing project that includes the provision of transit technical assistance and oversight required under the County Transportation Commission (CTC) responsibilities. During Fiscal Year 2008/2009 MBTA will be required to prepare a new SRTP covering Fiscal Years 2009/2010 through 2013/2014 as well as any amendments to the Fiscal Year 2007/2008 to 2011/2012 SRTP. Consultant assistance was sought for a review of current operations and the preparation of recommendations for improving system performance. The study was completed during Fiscal Year 2006/2007 and formed the basis for the Fiscal Year 2008/2009 to 2011/2012 SRTP. The MBTA SRTP and any amendments thereto, provides the necessary justification for SANBAG approval of Federal, State and local funds for MBTA operations and capital improvements.

**WORK ELEMENTS:**

1. Attendance at MBTA Technical Advisory Committee (TAC) and Board meetings.
2. Provide technical assistance for development and review of amendments to the MBTA Fiscal Year 2007/2008 to 2011/2012 SRTP and the MBTA Fiscal Year 2008/2009 MBTA Operating and Capital Budget.
3. Provide fund estimates for the development of the MBTA Fiscal Year 2009/2010 to 2013/2014 SRTP and Fiscal Year 2009/2010 Operating and Capital Budget.
4. Review and critique MBTA Fiscal Year 2009/10 to 2013/14 SRTP and Fiscal Year 2009/2010 Operating and Capital Budget.
6. Ensure coordination with other transit operators.

**PRODUCT:** Memoranda to Board regarding amendments to the MBTA Fiscal Year 2007/2008 to 2011/2012 SRTP and Fiscal Year 2008/2009 Operating and Capital Budget, the MBTA Fiscal Year 2009/2010 to 2013/2014 SRTP and the MBTA Fiscal Year 2009/2010 Operating and Capital Budget.

**FUNDING**

**SOURCES:** \$39,090      Local Transportation Fund - Planning

**\$39,090**

**TOTAL NEW BUDGET**

**\$ 0**

**Total Anticipated Encumbrances on 06/30/08**

**\$ 0**

**Unbudgeted Obligations in Contracts Approved Prior to  
FY 2008/2009**

**MANAGER: Michael Bair**



**TASK NO. 31809000 Morongo Basin Transit**  
**MANAGER: Michael Bair**

**BUDGET COMPARISON**  
**2008/2009 Proposed Budget**

	<b>2006/07 Actual</b>	<b>2007/08 Budget As of 02/06/08</b>	<b>2008/09 Proposed</b>
<b>Allocation of Encumbrances</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
<b>Line Item</b>			
Salaries	6,335	9,163	12,893
Fringe Allocation	5,354	6,485	7,460
Indirect Allocation	9,724	14,047	17,662
Consulting Fees	87,444	0	0
Mileage Reimb/SANBAG Only	352	750	750
Postage	37	50	50
Printing – Internal	2	25	25
Travel – Other	15	250	250
<b>Total New Budget</b>	<b>\$0</b>	<b>\$0</b>	<b>\$39,090</b>
<b>Total Actual/Planned Budget</b>	<b>\$109,264</b>	<b>\$30,770</b>	<b>\$39,090</b>

## **TASK: 31909000 SOCIAL SERVICE TRANSPORTATION PLAN**

**OBJECTIVE:** To obtain Public and Specialized Transportation Advisory and Coordinating Council (PASTACC) input to San Bernardino Associated Governments (SANBAG) transportation planning process and to the transit operators within the County. To develop a public transit – human services transportation coordination plan for San Bernardino County as required by SAFETEA-LU for selecting transit projects to be funded with Federal Transit Administration (FTA) Sections 5310 (Special Needs for Elderly Individuals and Individuals with Disabilities), 5316 (Job Access and Reverse Commute) and 5317 (New Freedom Initiatives) .

**ACCOMPLISHMENTS:** The PASTACC replaced the Social Service Technical Advisory Council (SSTAC) in Fiscal Year 1993. The 30-plus member PASTACC serves as the advisory council required under California Public Utilities Code 99238 that includes public and non-profit transit operators and a balanced participation of individuals or agencies representing persons with disabilities, elderly individuals, medical providers, and persons of limited incomes. PASTACC reviews and comments on the findings from the annual Transportation Development Act (TDA) Unmet Transit Needs Public Hearing process; provided input during the development new definitions of “unmet transit needs” and “reasonable to meet”; the revision of county-wide policies for the expenditure of Measure I Elderly and Handicapped funds; and provided input into coordination efforts for improving social service transportation. An annual inventory of public and social service transportation programs has been prepared and maintained. A subcommittee of PASTACC serves as the local review committee for FTA Section 5310 grant applications from eligible recipients in the County. During Fiscal Year 2007/2008 SANBAG, through a consultant assisted effort developed a Public Transit-Human Services Transportation Coordination Plan for the County. The coordination plan provides the foundation for the submittal of grant applications under the FTA Sections 5310, 5316 and 5317 Programs.

SANBAG is a sponsor for the State Transit and Paratransit Management Program and provides scholarships for up to five attendees from the Valley portion of the County. The expenditure for these scholarships appear in Task 51309000.

**DESCRIPTION:** This is an ongoing project that meets the requirements under AB 120 Social Service Transportation Improvement Act and the Transportation Development Act. This task includes a contract for professional services assistance in: overseeing the implementation of the recommendations from the Public Transit-Human Services Transportation Coordination Plan; staffing for the Public and Specialized Transportation Advisory and Coordinating Council (PASTACC) meetings; annually maintaining a directory of social service transportation providers and agencies with an interest in social service transportation; preparing the biennial AB 120 Action Plan Progress Report; participating in the annual unmet transit needs public hearing process; updating recent rules and regulations relating to the Americans with Disabilities Act involving public and specialized transit; encouraging coordination of social service transportation at the State level; and reviewing of applications for FTA Sections 5310, 5316 and 5317 funding. Included under consulting fees is a work effort to assist in exploring the institutional

structure for a proposed Consolidated Transportation Service Agency (CTSA) for the San Bernardino Valley portion of the County and the establishment of the CTSA. In addition, the consideration of the institutional structure and formation of the CTSA will require the professional services of legal counsel.

**WORK ELEMENTS:**

1. Attend and provide assistance in staffing PASTACC meetings.
2. Obtain review and comment from PASTACC relating to Fiscal Year 2009/2010 TDA Unmet Transit Needs, social service transportation, ADA complementary paratransit services and transit operator short range transit plans.
3. Maintain inventory of social service transportation providers and develop biannual Action Plan Update.
4. Sponsor training sessions of subjects beneficial to public, specialized transit operators and social service agencies.
5. Establish ad hoc committees as necessary to work on specific transportation related issues.
6. Provide as needed assistance to public and specialized transportation operators, including development FTA Section 5310 grant applications.
7. With consultant assistance, begin the implementation of recommendation developed in the Public Transit-Human Services Transportation Coordination Plan for San Bernardino County.
8. Develop and issue Request for Proposal and select consultant to assist in the formation of a CTSA within the San Bernardino Valley.

**PRODUCT:** Publication of the annual San Bernardino County Social Service Transportation Directory and AB 120 Biannual Action Plan Update. Memoranda to Board regarding PASTACC review and comment on the TDA Unmet Transit Needs findings and other transit planning and training activities. The beginning of implementing the recommendations from the Public Transit-Human Services Transportation Coordination Plan for San Bernardino County. The formation of a CTSA within the San Bernardino Valley.

**FUNDING**

<b>SOURCES:</b>	<b>\$ 60,000</b>	<b>FTA Section 5316</b>
	<b>\$ 20,000</b>	<b>FTA Section 5317</b>
	<b><u>\$165,257</u></b>	<b><u>Local Transportation Fund - Planning</u></b>
	<b><u>\$245,257</u></b>	<b><u>TOTAL NEW BUDGET</u></b>

<b>\$ 10,000</b>	<b>Total Anticipated Encumbrances on 06/30/08</b>
<b>\$ 0</b>	<b>Unbudgeted Obligations in Contracts Approved Prior to FY 2008/2009</b>

**MANAGER: Michael Bair**

**TASK NO. 31909000 Social Service Transportation**  
**MANAGER: Michael Bair**

**BUDGET COMPARISON**  
**2008/2009 Proposed Budget**

	<b>2006/07 Actual</b>	<b>2007/08 Budget As of 02/06/08</b>	<b>2008/09 Proposed</b>
<b>Allocation of Encumbrances</b>	<b>\$0</b>	<b>\$0</b>	<b>\$10,000</b>
Professional Services			10,000
<b>Line Item</b>			
Salaries	16,528	16,420	21,794
Fringe Allocation	13,969	11,620	12,610
Indirect Allocation	25,370	25,172	29,856
Consulting Fees	60,722	38,978	100,000
Contributions/Other Agencies	0	0	3,780
Meeting Expense	474	750	750
Mileage Reimb/SANBAG Only	243	300	350
Postage	1,287	2,400	500
Printing – Internal Only	83	200	200
Professional Services	65,044	171,902	74,567
Travel – Air	0	450	450
Travel – Other	152	350	400
<b>Total New Budget</b>	<b>\$0</b>	<b>\$0</b>	<b>\$245,257</b>
<b>Total Actual/Planned Budget</b>	<b>\$183,872</b>	<b>\$268,542</b>	<b>\$255,257</b>

**TASK: 32009000 NEEDLES TRANSIT**

**OBJECTIVES:** To evaluate the effectiveness and efficiency of existing transit services and operating and capital improvements proposed in the Needles area.

**ACCOMPLISHMENTS:** Provided assistance in the development and review of amendments to the Needles Fiscal Year 2007/2008 to 2011/2012 Short Range Transit Plan (SRTP). The SRTP is a biennial planning document that provides the description and justification for all proposed service and capital improvements to be funded with Federal, State and local revenues.

**DESCRIPTION:** This is an ongoing project that includes the provision of transit technical assistance and oversight required under the County Transportation Commission (CTC) responsibilities. During Fiscal Year 2008/2009, the City of Needles will be required to prepare a new SRTP covering Fiscal Years 2009/2010 through 2013/2014. The City of Needles SRTP and any amendments thereto, provides the necessary justification for SANBAG approval of Federal, State and local funds for the transit operations and capital improvements required by the City of Needles.

**WORK ELEMENTS:**

1. Provide technical assistance through attendance at meetings with City and contract operators as required.
2. Provide technical assistance for development and review of amendments to the Needles Fiscal Year 2007/2008 to 2011/2012 SRTP and Needles Fiscal Year 2008/2009 Transit Operating and Capital Budget.
3. Provide fund estimates for the development of the Needles Fiscal Year 2009/2010 to 2013/2014 SRTP and Fiscal Year 2009/2010 Transit Operating and Capital Budget.
4. Review and critique the Needles Fiscal Year 2009/2010 to 2013/2014 SRTP and Fiscal Year 2009/2010 Operating and Capital Budget.

**PRODUCT:** Memoranda to Board regarding amendments to the Needles Fiscal Year 2007/2008 to 2011/2012 SRTP and Fiscal Year 2008/2009 Transit Operating and Capital Budget, the Needles Fiscal Year 2009/2010 to 2013/2014 SRTP and the Needles Fiscal Year 2009/2010 Transit Operating and Capital Budget.

**FUNDING**

**SOURCES:** \$19,813      Local Transportation Fund - Planning

\$19,813      TOTAL NEW BUDGET

\$      0      Total Anticipated Encumbrances on 06/30/08  
\$      0      Unbudgeted Obligations in Contracts Approved Prior to  
FY 2008/2009

**MANAGER:** Michael Bair

**TASK NO. 32009000 Needles Transit**  
**MANAGER: Michael Bair**

**BUDGET COMPARISON**  
**2008/2009 Proposed Budget**

	<b>2006/07 Actual</b>	<b>2007/08 Budget As of 02/06/08</b>	<b>2008/09 Proposed</b>
<b>Allocation of Encumbrances</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
<b>Line Item</b>			
Salaries	4,845	4,381	6,347
Fringe Allocation	4,095	3,100	3,672
Indirect Allocation	7,437	6,716	8,694
Mileage/Reimb/SANBAG Only	711	700	700
Postage	0	25	25
Printing – Internal	0	25	25
Travel – Other	357	350	350
<b>Total New Budget</b>	<b>\$0</b>	<b>\$0</b>	<b>\$19,813</b>
<b>Total Actual/Planned Budget</b>	<b>\$17,445</b>	<b>\$15,297</b>	<b>\$19,813</b>

## **TASK: 32109000 MOUNTAIN AREA TRANSIT**

**OVERVIEW:** To evaluate the effectiveness and efficiency of existing transit services and operating and capital improvements proposed by the Mountain Area Regional Transit Authority (MARTA).

**ACCOMPLISHMENTS:** Provided assistance in the development and review of amendments to the Mountain Area Region Transit Authority (MARTA) Fiscal Year 2007/2008 to 2012/2013 Short Range Transit Plan (SRTP). The SRTP is a biennial planning document which provides the description and justification of all proposed service and capital improvements to be funded with Federal, State and local revenues.

**DESCRIPTION:** This is an ongoing project that includes the provision of transit technical assistance and oversight required under the County Transportation Commission (CTC) responsibilities. During Fiscal Year 2008/2009, MARTA will be required to prepare a new SRTP covering Fiscal Years 2009/2010 through 2013/2014 as well as any amendments to the Fiscal Year 2007/2008 to 2011/2012 SRTP. Consultant assistance was sought for a review of current operations and the preparation of recommendations for improving system performance. The study was completed in Fiscal Year 2006/2007 and formed the basis for the Fiscal Year 2007/2008 to 2011/2012 SRTP. The MARTA SRTP and any amendments thereto, provides the necessary justification for SANBAG approval of Federal, State and local funds for MARTA operations and capital improvements.

### **WORK ELEMENTS:**

1. Attendance at Mountain Area Regional Transit Authority (MARTA) Board meetings.
2. Provide technical assistance for development and review of amendments to the MARTA Fiscal Year 2007/2008 to 2011/2012 SRTP and the MARTA Fiscal Year 2008/2009 Operating and Capital Budget.
3. Provide fund estimates for the development of the MARTA Fiscal Year 2009/2010 to 2013/2014 SRTP and Fiscal Year 2009/2010 Operating and Capital Budget.
4. Review and critique the MARTA Fiscal Year 2009/2010 to 2013/2014 SRTP and Fiscal Year 2009/2010 Operating and Capital Budget.
5. Ensure coordination with other transit operators.

**PRODUCT:** Memoranda to Board regarding amendments to the MARTA Fiscal Year 2007/2008 to 2011/2012 SRTP and Fiscal Year 2008/2009 Operating and Capital Budget, the MARTA Fiscal Year 2009/2010 to 2013/2014 SRTP and the MARTA Fiscal Year 2009/2010 Operating and Capital Budget.

### **FUNDING**



<b>SOURCES:</b>	<b><u>\$39,015</u></b>	<b><u>Local Transportation Fund - Planning</u></b>
	<b><u>\$39,015</u></b>	<b><u>TOTAL NEW BUDGET</u></b>
	<b>\$ 0</b>	<b>Total Anticipated Encumbrances on 06/30/08</b>
	<b>\$ 0</b>	<b>Unbudgeted Obligations in Contracts Approved Prior to FY 2008/2009</b>

**MANAGER: Michael Bair**

**TASK NO. 32109000 Mountain Area Transit**  
**MANAGER: Michael Bair**

**BUDGET COMPARISON**  
**2008/2009 Proposed Budget**

	<b>2006/07 Actual</b>	<b>2007/08 Budget As of 02/06/08</b>	<b>2008/09 Proposed</b>
<b>Allocation of Encumbrances</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
<b>Line Item</b>			
Salaries	7,814	9,163	12,893
Fringe Allocation	6,604	6,485	7,460
Indirect Allocation	11,994	14,047	17,662
Consulting Fees	71,133	0	0
Meeting Expense	0	0	25
Mileage Reimb/SANBAG Only	365	550	550
Postage	33	50	50
Printing – Internal	5	25	25
Travel – Other	71	350	350
<b>Total New Budget</b>	<b>\$0</b>	<b>\$0</b>	<b>\$39,015</b>
<b>Total Actual /Planned Budget</b>	<b>\$98,019</b>	<b>\$30,670</b>	<b>\$39,015</b>

**TASK: 50509000 MEASURE I ADMINISTRATION - MOUNTAIN/DESERT GENERAL**

**OBJECTIVE:** To provide necessary administrative services to: 1) distribute Measure I funds to local jurisdictions; 2) facilitate expenditure of Measure I revenues as detailed in the Mountain-Desert Expenditure Plan; 3) provide assistance to local jurisdictions in meeting the objectives of the Measure; and 4) report on funding and program activities related to all Mountain and Desert subareas.

**ACCOMPLISHMENTS:** Basic procedures for administrative responsibilities and assistance to jurisdictions in completing local plans were established during the first years of the program. Development of plans, annual reports, auditing and revenue distribution have been performed on an on-going basis. Measure I guidelines were modified in 1997/1998 to provide categorical expenditures, clarify Five Year Plan requirements, and adopt specific findings related to eligible projects. Guidelines were modified again in 2002/2003 relative to Elderly and Handicapped Expenditures.

Maps of Regional/Arterial Networks of roadways were adopted in 1992/1993. Modifications were adopted in 1995 (Victor Valley). All subarea maps were updated in June 2003. In 1992, the City of Big Bear Lake and County of San Bernardino participated in bonding of Measure I funds for Highway 18 utility undergrounding. The Town of Yucca Valley participated in the 1993 bond issuance for local street improvements; and the City of Barstow participated in the 1996 bond issuance for construction of Lenwood Interchange at I-15.

**DESCRIPTION:** Conduct any and all administrative functions necessary to carry out the Mountain/Desert Measure I program as authorized by Public Utilities Code Section 180105 and Ordinance 89-1 of the San Bernardino County Transportation Authority, including distribution of local pass-through revenue, development of the annual budget, audit of financial transactions, and assistance to local representatives in developing capital improvement programs and regional/arterial road networks.

Since 2003/2004, all of the Mountain/Desert Measure I administrative functions have been consolidated into one Task No. 50509000, as recommended by the Mountain/Desert Committee in 2001/2002. Before that time, budgeting was separated into five sub-tasks for each Measure I subarea.

This task provides for a professional services contractor related to analysis of State Board of Equalization data. The County of San Bernardino shares in the cost of this contract.

**WORK ELEMENTS:**

1. Quarterly review of professional services contractor products relative to subarea point of generation data.
2. In cooperation with San Bernardino County, develop annual Mountain/Desert population estimates for adoption.

3. Select an independent auditor to perform Measure I financial and compliance audits of Mountain/Desert jurisdictions and prepare annual audit report.
4. In cooperation with local jurisdictions, maintain and prepare for adoption of the maps of arterial/regional network of roadways in each Measure I subarea.
5. Prepare guidance relative to adoption of Five Year Capital Improvement Programs and Twenty Year Transportation Plans, with a financial forecast and prepare annual report.
6. Provide administrative functions relative to Mountain/Desert Measure I program, including monthly Mountain/Desert disbursements, update population estimates and point of generation data.
7. Administer debt service activities for jurisdictions participating in bonding programs.

**PRODUCT:** The product of this work effort will be: 1) efficient administration of Mountain/Desert Measure I programs which expeditiously distributes funds to jurisdictions, while meeting the objectives and requirements of Measure I; 2) the 2008/2010 Capital Improvement Plans of Mountain-Desert jurisdictions; and 3) Summary Audit Report of Measure I Local Pass-Through Funds in the Mountain/Desert for Fiscal Year 2007/2008. This task will also produce documents necessary for the initiation of Measure I 2010-2040.

**FUNDING**

<b>SOURCES:</b>	<b><u>\$192,976</u></b>	<b><u>Measure I Mountain/Desert Administration Fund</u></b>
	<b><u>\$192,976</u></b>	<b><u>TOTAL NEW BUDGET</u></b>
\$	0	Total Anticipated Encumbrances on 06/30/07
\$	0	Unbudgeted Obligations in Contracts Approved Prior to FY 2008/2009

**MANAGER:** Deborah Robinson Barmack

**TASK NO. 50509000 Measure I Administration - Mountain/Desert General  
MANAGER: Deborah Robinson Barmack**

**BUDGET COMPARISON  
2008/2009 Proposed Budget**

	<b>2006/07 Actual</b>	<b>2007/08 Budget As of 02/06/07</b>	<b>2008/09 Proposed</b>
<b>Anticipated Encumbrances</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
<b>Line Item</b>			
Salaries	15,677	25,430	32,958
Fringe Allocation	13,250	17,997	19,069
Indirect Allocation	24,064	38,984	45,149
Auditing	33,905	40,000	50,000
Commissioners Fees	11,100	12,000	12,000
Mileage Reimb/SANBAG Only	200	500	500
Office Expense	8	2,000	2,000
Postage	159	200	200
Printing –Internal Only	489	0	
Professional Services	9,600	21,500	31,100
Travel – Other	229	0	
<b>Total New Budget</b>	<b>\$0</b>	<b>\$0</b>	<b>\$192,976</b>
<b>Total Actual/Planned Budget</b>	<b>\$108,681</b>	<b>\$158,611</b>	<b>\$192,976</b>

**TASK: 51309000 MEASURE I VALLEY ELDERLY & DISABLED**

**OBJECTIVE:** To ensure the efficient and effective use of Valley Measure I Elderly & Disabled (E&D) funds.

**ACCOMPLISHMENTS:** With the assistance of the transit operators and agencies representing seniors and persons with disabilities and the Public and Special Transportation Advisory and Coordinating Council (PASTACC), the policies for the use of Valley Measure I E&D funds was revised and approved by the SANBAG Board in Fiscal Year 2002/2003. In the past grants have been awarded to various entities to support marketing and education as well as capital assistance for transit services for the elderly and persons with disabilities. The majority of these funds are now disbursed to Omnitrans for the fare subsidy program for elderly individuals and individuals with disabilities and operating assistance for the Americans with Disabilities Act complementary paratransit. SANBAG has sponsored up to five scholarships to Valley public and social service transportation agencies to attend the Transit & Paratransit Management Certificate Program conducted by the University of the Pacific twice a year. SANBAG has also contracted with an entity to provide ADA passenger education and complaint mediation.

**DESCRIPTION:** This project involves the disbursement of Measure I - E&D funding within the Valley. Omnitrans includes this funding source for fare subsidies for seniors and persons with disabilities using transit service and for a direct service subsidy for the operation of the ADA complementary paratransit service. The task also includes payment through a contract for Americans with Disabilities Act (ADA) passenger education and complaint mediation and the provision of up to five scholarships for the University of the Pacific Transit and Paratransit Management Certificate Program session.

**WORK ELEMENTS:**

1. Monitor performance of Valley Measure I - E&D funding contractor.
2. Process payment requests to Omnitrans and contractor.
3. Approve up to five scholarship applications for each University of the Pacific Transit and Paratransit Management Certificate Program session.

**PRODUCT:** Distribution of Valley Elderly & Disabled money. Quarterly reports of contractor activity.

**FUNDING**

**SOURCES:** \$7,308,800      Measure I Valley Elderly & Disabled Fund

\$7,308,800      TOTAL NEW BUDGET

\$ 124,281      Total Anticipated Encumbrances on 06/30/08

\$ 0      Unbudgeted Obligations in Contracts Approved Prior to  
FY 2008/2009

**MANAGER:** Michael Bair

**TASK NO. 51309000 Measure I Valley Elderly & Disabled**  
**MANAGER: Michael Bair**

**BUDGET COMPARISON**  
**2008/2009 Proposed Budget**

	<b>2006/07 Actual</b>	<b>2007/08 Budget As of 02/06/08</b>	<b>2008/09 Proposed</b>
<b>Allocation of Encumbrances</b>	<b>\$0</b>	<b>\$0</b>	<b>\$124,281</b>
Contributions/Other Agencies			124,281
<b>Line Item</b>			
Salaries	358	0	0
Fringe Allocation	303	0	0
Indirect Allocation	549	0	0
Contributions/Other Agencies	7,071,059	7,348,146	7,303,800
Professional Services	5,000	5,000	5,000
<b>Total New Budget</b>	<b>\$0</b>	<b>\$0</b>	<b>\$7,308,800</b>
<b>Total Actual/Planned Budget</b>	<b>\$7,077,269</b>	<b>\$7,353,146</b>	<b>\$7,433,081</b>

## **TASK: 60509000 PUBLICATIONS AND PUBLIC OUTREACH**

**OBJECTIVE:** To develop a comprehensive public communications program to inform member agencies, private partners, and the community at large regarding the broad range of SANBAG programs and methods by which they can provide input into those programs.

**ACCOMPLISHMENTS:** SANBAG has an on-going program of outreach and communication with the news media and community organizations in San Bernardino County. Through this task, SANBAG has established a cooperative working relationship with key community organizations that provides for public input into SANBAG programs, as well as development of community support for projects at the State and Federal level.

**DESCRIPTION:** This task provides for SANBAG's active participation with the general public, as well as with public and private sector organizations concerned with improving transportation and economic development throughout San Bernardino County. The program includes periodic publication of SANBAG information notices, development of program brochures, hosting of community meetings for various subregional projects and management of a media information program relative to all SANBAG activities.

Funding for consulting and professional services to perform the Inland Empire Annual Survey, Quarterly Economic Report, and website maintenance is included in this task.

### **WORK ELEMENTS:**

1. Produce public information materials to educate SANBAG's various audiences on SANBAG programs. Materials include periodic SANBAG information bulletins, program related brochures, public broadcast materials and information packages.
2. Produce press releases and conduct on-going program of media relations to insure accurate and timely public information regarding SANBAG programs and projects.
3. Develop and implement special event activities relative to new and ongoing SANBAG programs and gain public input into SANBAG projects and programs.
4. Manage the SANBAG Internet Web Site.
5. Continue the Measure I Awareness Program to report on achievements made possible by the local transportation sales and use tax.
6. Sponsor the Inland Empire Survey.
7. Participate with various public and private organizations concerned with improving transportation and economic development within the County, including Inland Action, CLOUT, Morongo Basin Economic Development Consortium, Inland Empire Economic Partnership, Transportation California, the Inland Empire Transportation Coalition, and others.



8. Produce and distribute Quarterly Economic Reports to local government, private sector organizations, and the public.

**PRODUCT:** SANBAG information notices, press releases, specialized brochures, Inland Empire Annual Survey, Quarterly Economic Reports, and transportation related research, special events and media outreach efforts in support of overall SANBAG activities.

**FUNDING**

<b>SOURCES:</b>	<b>\$506,962</b>	<b>Measure I Valley Administration Fund</b>
	<b><u>\$ 5,532</u></b>	<b><u>Measure I Mountain/Desert Administration Fund</u></b>
	<b><u>\$512,494</u></b>	<b><u>TOTAL NEW BUDGET</u></b>
	<b>\$ 0</b>	<b>Total Anticipated Encumbrances on 06/30/08</b>
	<b>\$ 0</b>	<b>Unbudgeted Obligations in Contracts Approved Prior to FY 2008/2009</b>

**MANAGER:** Deborah Robinson Barmack

**TASK NO. 60509000 Publications and Public Outreach**  
**MANAGER: Deborah Robinson Barmack**

**BUDGET COMPARISON**  
**2008/2009 Proposed Budget**

	<b>2006/07 Actual</b>	<b>2007/08 Budget As of 02/06/08</b>	<b>2008/09 Proposed</b>
<b>Anticipated Encumbrances</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
<b>Line Item</b>			
Salaries	103,511	110,795	125,485
Fringe Allocation	86,718	78,410	72,606
Indirect Allocation	158,248	169,849	171,903
CNG Van	0	500	500
Consulting Fees	30,165	37,500	37,500
Maintenance of Equipment	0	1,500	1,500
Meeting Expense	90	4,000	4,000
Mileage Reimb/SANBAG Only	700	1,000	1,000
Office Expense	183	500	500
Postage	2,877	3,000	3,000
Printing – Internal Only	1,000	0	0
Printing – Miscellaneous	4,551	3,000	3,000
Professional Services	19,686	30,000	35,000
Public Information Activities	4,576	10,500	10,500
Subscriptions	384	1,500	1,500
Training/Membership	10,820	24,000	44,500
Travel – Air	372	0	0
Travel – Other	1,158	0	0
<b>Total New Budget</b>	<b>\$0</b>	<b>\$0</b>	<b>\$512,494</b>
<b>Total Actual/Planned Budget</b>	<b>\$425,039.00</b>	<b>\$476,054.00</b>	<b>\$512,494</b>

## **TASK: 60909000 AGENCY STRATEGIC PLANNING**

**OBJECTIVE:** The Measure I Strategic Plan will provide for a comprehensive understanding of the fiscal, policy, and institutional issues associated with the management and administration of Measure I 2010-2040 approved by the voters in November 2004, and to define the policy and institutional framework to support optimal delivery of the Measure I 2010-2040 Transportation Program. Issues addressed include project prioritization, equitable fund distribution, fund allocation, fiscal management, assignment of project delivery roles and responsibilities, and sizing and structuring of SANBAG itself to reflect its agency roles and responsibilities.

**ACCOMPLISHMENTS:** The Scope of Work for the Measure I 2010-2040 Strategic Plan was developed and approved by the SANBAG Board of Directors in 2005. Work to update information on projects included in the Measure I 2010-2040 Expenditure Plan and revenue forecasts began by early 2006. Definition of a process for local advancement of Expenditure Plan projects, a component of the original scope of work, was completed separately pursuant to direction from the SANBAG Board. To date the SANBAG Board has approved 18 Project Advancement Agreements. Policies and procedures for fund allocation and management begun in 2007 and continue to be developed.

**DESCRIPTION:** Activities included in this task include compilation and updating of project cost and revenue forecast data and analysis of strategic technical, fiscal, and policy issues associated with delivery of the Measure I 2010-2040 program of projects. The product of this effort is a Strategic Plan for the allocation and administration of the combination of local transportation sales tax, state and federal transportation revenues, and fair-share contributions to regional transportation facilities from new development needed to fund delivery of the Measure I 2010-2040 transportation program, as well as policies and institutional provisions for project management and delivery of the Measure I 2010-2040 transportation program.

### **WORK ELEMENTS:**

1. Maintain up-to-date Expenditure Plan project lists and costs.
2. Periodically update revenue forecasts.
3. Ensure use of funds in a manner that supports timely project delivery.
4. Develop and maintain project prioritization policies and procedures.
5. Evaluate need for and benefit of “frontloading” or advancing funding for selected programs through cash flow borrowing.
6. Maintain appropriate relationship between fair share development contributions and the fund allocation process.

7. Define project development and delivery responsibilities for freeway interchange, major roadway, and grade separation projects.
8. Formulate a policy to address cost overruns on non-SANBAG projects.
9. Identify institutional requirements and resources for management and delivery of the Measure I 2010-2040 transportation program.
10. Prepare final Strategic Plan.

**FUNDING**

<b>SOURCES:</b>	<b>\$396,689</b>	<b>Measure I Valley Administration Fund</b>
	<b><u>\$ 50,000</u></b>	<b><u>Measure I Mountain/Desert Administration Fund</u></b>
	<b><u>\$446,689</u></b>	<b><u>TOTAL NEW BUDGET</u></b>
	<b>\$ 0</b>	<b>Total Anticipated Encumbrances on 06/30/07</b>
	<b>\$ 0</b>	<b>Unbudgeted Obligations in Contracts Approved Prior to FY 2008/2009</b>

**MANAGER: Ty Schuiling**

**TASK NO. 60909000 Agency Strategic Planning**  
**MANAGER: Ty Schuiling**

**BUDGET COMPARISON**  
**2008/2009 Proposed Budget**

	<b>2006/07 Actual</b>	<b>2007/08 Budget As of 02/06/08</b>	<b>2008/09 Proposed</b>
<b>Anticipated Encumbrances</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
<b>Line Item</b>			
Salaries	56,343	41,792	98,724
Fringe Allocation	47,620	29,576	57,122
Indirect Allocation	86,485	64,067	135,243
Consulting Fees	0	0	150,000
Project Mgmt. Indirect Allocation	4,356	0	0
Meeting Expense	136	500	1,500
Mileage Reimb/SANBAG Only	0	100	850
Office Expense	0	50	250
Postage	0	100	400
Professional Services	45,328	235,286	500
Printing – Internal Only	219	50	1,000
Printing – Miscellaneous	0	50	1,000
Travel – Other	0	100	100
<b>Total New Budget</b>	<b>\$0</b>	<b>\$0</b>	<b>\$446,689</b>
<b>Total Actual/Planned Budget</b>	<b>\$240,487</b>	<b>\$371,671</b>	<b>\$446,689</b>

**TASK: 85009000 ALTERNATIVE FINANCING**

**OBJECTIVE:** Examine opportunities for alternative financing mechanisms to fund major highway projects in San Bernardino County and identify viable candidate projects for development.

**ACCOMPLISHMENTS:** This is a new task to be initiated in Fiscal Year 2008/2009.

**DESCRIPTION:** This task will provide for examination of alternative financing mechanisms to fund major transportation projects in San Bernardino County. Both private and public alternative financing mechanisms will be examined, which may include public/private partnerships, toll facility development, and other user-backed financing methods. As the SANBAG Strategic Plan development continues, it is possible that a funding gap will be identified between planned projects and available funding. Work identified in this task will examine alternative funding mechanisms which could be employed to bridge the gap in order to construct needed projects.

Use of alternative and innovative financing mechanisms is expanding throughout the country in lieu of the traditional methods based on more standard governmental revenue bond or “pay as you go” financing. Riverside County has received approval for High Occupancy Toll lane development on the I-15 to the south of San Bernardino County, and Los Angeles County has announced exploration of tolling on I-10, SR-60, and SR-210 to the west. The completed I-15 Comprehensive Corridor Study recommended consideration of reversible managed lanes (with the possibility of tolls) on I-15 between SR-210 and US-395. This task will allow for active and informed collaboration with neighboring counties as these projects are considered and for exploration of viable projects within San Bernardino County.

This task provides funding for existing SANBAG staff involvement, the potential for one new position, as well as anticipated contracts for expertise in the area of transportation economics, federal transportation funding tools, and evaluation of corporate equity investment.

**WORK ELEMENTS:**

1. Retain specialized consultant services for examination of alternative financing alternatives.
2. Work with transportation partners in examination of alternative financing for major transportation facilities adjacent to San Bernardino County.
3. Evaluate the feasibility of alternative financing mechanisms for projects in San Bernardino County in combination with other available transportation funds.
4. Develop a plan for policy consideration which identifies viable projects for alternative financing.

**FUNDING**

<b>SOURCES:</b>	<b>\$160,000</b>	<b>Measure I Valley Administration Fund</b>
	<b>\$169,858</b>	<b>LTF Planning</b>
	<b>\$250,000</b>	<b>Planning, Programming, &amp; Monitoring Fund</b>
	<b>\$323,016</b>	<b>Measure I Valley Major Projects</b>
	<b>\$ 42,737</b>	<b>Measure I Traffic Mitigation and Environmental Enhancement</b>
	<b><u>\$ 2,000</u></b>	<b><u>Measure I Mountain/Desert Administration Fund</u></b>
	 <b><u>\$947,611</u></b>	 <b><u>TOTAL NEW BUDGET</u></b>
	 <b>\$ 0</b>	 <b>Total Anticipated Encumbrances on 06/30/08</b>
	<b>\$ 0</b>	<b>Unbudgeted Obligations in Contracts Approved Prior to FY 2008/2009</b>

**MANAGER: Deborah Robinson Barmack**

**TASK NO. 85009000 – ALTERNATIVE FINANCING**  
**MANAGER: Deborah Robinson Barmack**

**BUDGET COMPARISON**  
**2008/2009 Proposed Budget**

	2006/07 Actual	2007/08 Budget As of 02/06/08	2008/09 Proposed
<b>Anticipated Encumbrances</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
<b>Line Item</b>			
Salaries			Under consideration
Extra Help			Under consideration
Fringe Allocation			Under consideration
Consulting Fees			\$500,000
<b>Total New Budget</b>	<b>\$0</b>	<b>\$0</b>	<b>\$947,611</b>
<b>Total Actual/Planned Budget</b>	<b>\$0</b>	<b>\$0</b>	<b>\$947,611</b>



**TASK: 88009000 I-15/I-215 DEVORE INTERCHANGE**

**OBJECTIVE:** The objective of this task for Fiscal Year 2008/09 is to make substantial progress towards completing preliminary project development activities for the replacement of the Interstate 15/Interstate 215 Devore Interchange.

**ACCOMPLISHMENTS:** In July 2007, the Board approved a preliminary design contract for preliminary engineering and preparation of an environmental document. Surveying, aerial mapping, and site surveys have occurred and work consisting of traffic studies; alternative development, analysis and evaluation; and initial environmental surveys are underway.

**DESCRIPTION:** The Project Study Report is estimated to be complete by early 2009. Development of viable alternatives leading to the selection of a preferred alternative will be ongoing. Initial environmental surveys will be completed and used in the environmental studies.

**WORK ELEMENTS:**

1. Manage consultant team responsible for drafting Project Study Report and ongoing environmental and preliminary engineering work.
2. Continue construction funding strategy discussions given project cost escalation.

**PRODUCT:** The initial product of this Task will be an approved Project Study Report. Subsequent products will include an approved environmental document and preliminary engineering.

**FUNDING**

**SOURCES:** \$2,648,003      Measure I Valley Major Projects Fund

\$2,648,003      TOTAL NEW BUDGET

\$            0      Total Anticipated Encumbrances on 06/30/08  
\$3,174,884      Unbudgeted Obligations in Contracts Approved Prior to  
FY 2008/2009

**MANAGER:** Garry Cohoe

**TASK NO. 88009000 I-15/I-215 Devore Interchange**  
**MANAGER: Garry Cohoe**

**BUDGET COMPARISON**  
**2008/2009 Proposed Budget**

	<b>2006/07 Actual</b>	<b>2007/08 Budget As of 02/06/08</b>	<b>2008/09 Proposed</b>
<b>Anticipated Encumbrances</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
<b>Line Item</b>			
Salaries	0	2,801	4,376
Fringe Allocation	0	1,982	2,532
Indirect Allocation	0	4,294	5,995
Consulting Fees	0	500,000	2,500,000
Professional Services	0	0	0
Project Mgmt. Indirect Allocation	1,695	5,000	10,500
Project Mgmt. Staff	25,671	60,000	124,600
<b>Total New Budget</b>	<b>\$0</b>	<b>\$0</b>	<b>\$2,648,003</b>
<b>Total Actual/Planned Budget</b>	<b>\$27,366</b>	<b>\$574,077</b>	<b>\$2,648,003</b>

**TASK: 90709000 DEBT SERVICE - BIG BEAR/92 ISSUE**

**OBJECTIVE:** To account for the Measure I Sales Tax funds withheld by the Bond Trustee, The Bank of New York Trust Company, N.A., for the City of Big Bear Lake's portion of the Debt Service on the 1992 Sales Tax Revenue Bonds.

**ACCOMPLISHMENTS:** SANBAG has successfully monitored the activities of the trustee who has been withholding funds for Debt Service and who has been investing funds on behalf of SANBAG. This activity relates specifically to the issuance of the 1992 Sales Tax Revenue Bonds.

**DESCRIPTION:** Debt Service for the City of Big Bear Lake's portion of the \$110,000,000 Sales Tax Revenue Bonds, 1992 Series A. The 1992 bond proceeds were used for streetscape and under grounding on State Route 18.

**WORK ELEMENTS:**

1. This task contains the actual collection of debt service funds and does not include any budget for the cost of administration. This task is for accounting purposes only.

**PRODUCT:** Fiscal Accounting.

**FUNDING**

**SOURCES:** \$108,183      City of Big Bear Lake Measure I Arterial Funds

\$108,183      TOTAL NEW BUDGET

\$      0      Total Anticipated Encumbrances on 06/30/08  
\$      0      Unbudgeted Obligations in Contracts Approved Prior to  
FY 2008/2009

**MANAGER:** Finance Department

**TASK NO. 90709000 Debt Service - Big Bear/92 Issue**  
**MANAGER: Finance Department**

**BUDGET COMPARISON**  
**2008/2009 Proposed Budget**

	2006/07 Actual	2007/08 Budget As of 02/06/08	2008/09 Proposed
<b>Anticipated Encumbrances</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
<b>Line Item</b>			
Debt Service Expense	0	108,200	108,183
Interest Payable – Bonds	23,096	0	0
Principal Payable – Bond	85,119	0	0
<b>Total New Budget</b>	<b>\$0</b>	<b>\$0</b>	<b>\$108,183</b>
<b>Total Actual/Planned Budget</b>	<b>\$108,215</b>	<b>\$108,200</b>	<b>\$108,183</b>

**TASK: 90809000 - DEBT SERVICE - MT./UNINCORPORATED/92 ISSUE**

**OBJECTIVE:** To account for the Measure I Sales Tax funds withheld by the Bond Trustee, The Bank of New York Trust Company, N.A., for the County of San Bernardino's portion of the Debt Service on the 1992 Sales Tax Revenue Bonds.

**ACCOMPLISHMENTS:** SANBAG has successfully monitored the activities of the trustee who has been withholding funds for Debt Service and who has been investing funds on behalf of SANBAG. This activity relates specifically to the issuance of the 1992 Sales Tax Revenue Bonds.

**DESCRIPTION:** Debt Service for the County of San Bernardino's portion of the \$110,000,000 Sales Tax Revenue Bonds, 1992 Series A. The 1992 bond proceeds were used for streetscape and under grounding on State Route 18.

**WORK ELEMENTS:**

1. Monthly - This task contains the actual collection of debt service funds and does not include any budget for the cost of administration. This task is for accounting purposes only.

**PRODUCT:** Fiscal Accounting.

**FUNDING  
SOURCES:**

<u>\$45,926</u>	County of San Bernardino Mountain Subarea <u>Measure I San Bernardino County Arterial Fund</u>
<u>\$45,926</u>	<u>TOTAL NEW BUDGET</u>
\$ 0	Total Anticipated Encumbrances on 06/30/08
\$ 0	Unbudgeted Obligations in Contracts Approved Prior to FY 2008/2009

**MANAGER:** Finance Department

**TASK NO. 90809000 Debt Service – Mt./Unincorporated/92 Issue**  
**MANAGER: Finance Department**

**BUDGET COMPARISON**  
**2008/2009 Proposed Budget**

	<b>2006/07 Actual</b>	<b>2007/08 Budget As of 02/06/08</b>	<b>2008/09 Proposed</b>
<b>Anticipated Encumbrances</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
<b>Line Item</b>			
Debt Service Expense	0	45,986	45,926
Interest Payable – Bonds	9,810	0	0
Principal Payable – Bonds	36,155	0	0
<b>Total New Budget</b>	<b>\$0</b>	<b>\$0</b>	<b>\$45,926</b>
<b>Total Actual/Planned Budget</b>	<b>\$45,965</b>	<b>\$45,986</b>	<b>\$45,926</b>

**TASK: 91801000 MOUNTAIN/DESERT MEASURE I LOCAL**

**OBJECTIVE:** To serve as a depository for Measure I Local Pass-Through Funds prior to distribution to local jurisdictions in the Mountain/Desert sub-region.

**ACCOMPLISHMENTS:** As administrators of all Measure I funds, SANBAG has annually distributed Measure I funds based on the formula specified in the Ordinance to fifteen (9) cities in the mountain/desert area and the County of San Bernardino.

**DESCRIPTION:** Measure I provides that all of the proceeds from the half cent transactions and use tax collected in the Mountain/Desert Subareas of San Bernardino County be distributed among the cities and the County, minus State Board of Equalization charges and 1% SANBAG withholding for administration of the program. The funds are distributed in accordance with a formula based 50% on population and 50% on point of generation. SANBAG annually adjusts the allocation formula to reflect changes in population forecasts January 1 of each year as determined by the State Department of Finance and SANBAG quarterly adjusts the point of generation data based on actual collections.

**WORK ELEMENTS:**

1. This task contains the actual pass-through funds and does not budget for any cost of administration. This task is for accounting purpose only.

**PRODUCT:** Fiscal Accounting.

**FUNDING**

**SOURCES:** \$22,618,713 Measure I Mountain/Desert Local Pass-Through Fund

\$22,618,713 TOTAL NEW BUDGET

\$ 0 Total Anticipated Encumbrances on 06/30/08

\$ 0 Unbudgeted Obligations in Contracts Approved Prior to  
FY 2008/2009

**MANAGER:** Finance Department

**TASK NO. 91801000 Mountain/Desert Measure I Local  
MANAGER: Finance Department**

**BUDGET COMPARISON  
2008/2009 Proposed Budget**

	<b>2006/07 Actual</b>	<b>2007/08 Budget As of 02/06/08</b>	<b>2008/09 Proposed</b>
<b>Anticipated Encumbrances</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
<b>Line Item</b>			
Distribution to Cities	26,327,046	23,012,807	22,618,713
<b>Total New Budget</b>	<b>\$0</b>	<b>\$0</b>	<b>\$22,618,713</b>
<b>Total Actual/Planned Budget</b>	<b>\$26,327,046</b>	<b>\$23,012,807</b>	<b>\$22,618,713</b>



## **TASK: 94109000 MOUNTAIN/DESERT PLANNING AND PROJECT DEVELOPMENT**

**OBJECTIVE:** To provide for policy oversight, planning, and project development support for projects that relate specifically to the Mountain/Desert subregion.

**ACCOMPLISHMENTS:** This task was created in 1996/1997 to provide support to the Mountain/Desert Committee. The SANBAG Board of Directors created the Mountain/Desert Committee in March 1996 to provide SANBAG Board Members from the Mountain/Desert jurisdictions an opportunity for detailed review and discussion of items of specific impact to that subregion. In 2002/2003, the task was changed to expand activities to include additional staff support in the areas of planning and project development for projects in the Mountain/Desert subregion.

**DESCRIPTION:** The Mountain/Desert Committee meets regularly throughout the year to review program status relative to Mountain/Desert jurisdictions, including regional transportation planning, allocation of funds, air quality issues, and legislative issues. This task also provides support to the Mountain/Desert Measure I Committee, which has combined meetings with the SANBAG Mountain/Desert Committee. Additionally, SANBAG staff salaries included in this task will provide planning and project development support for projects in the Mountain/Desert subregion.

The Fiscal Year 2006/2007 budget contains encumbrances of \$923,400 related to three contracts with Mountain/Desert jurisdictions for the exchange of Surface Transportation Program allocations for Measure I Major Project funds for Needles Highway, Lenwood Grade Separation, and SR 62. This task also contains funding for staff support of the SANBAG, Caltrans and Kern County origin and destination study on SR 58, which was funded and initiated in 2007/2008.

### **WORK ELEMENTS:**

1. Identify and analyze issues of a routine or special nature that may require policy input specifically from Mountain/Desert jurisdictions.
2. Provide support and coordination for regular meetings of the Mountain/Desert Policy Committee and Mountain/Desert Measure I Committee.
3. Respond to special requests for reports and materials related to program implementation in the Mountain/Desert subregion.
4. Assist Mountain/Desert representatives with identification of priority projects and strategies for accomplishing those projects.
5. Participate on project development teams for major transportation projects in the Mountain/Desert subregions, funded by SANBAG, Caltrans, and/or local jurisdictions.
6. Administer contracts with rural jurisdictions for projects funded by Measure I Major Projects funds which were exchanged for Surface Transportation Program Funds.

**PRODUCT:** Policy direction and involvement in SANBAG programs affecting the Mountain/Desert subregion. Planning and technical assistance in cooperation with Caltrans and local jurisdictions relative to project development in the Mountain/Desert subregions.

**FUNDING**

<b>SOURCES:</b>	<b>\$200,148</b>	<b>Local Transportation Fund - Planning</b>
	<b><u>\$ 8,027</u></b>	<b><u>Measure I Mountain/Desert Administration Fund</u></b>

<b><u>\$208,175</u></b>	<b><u>TOTAL NEW BUDGET</u></b>
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<b>\$923,400</b>	<b>Total Anticipated Encumbrances on 06/30/07</b>
<b>\$ 0</b>	<b>Unbudgeted Obligations in Contracts Approved Prior to FY 2008/2009</b>

**MANAGER:** Deborah Robinson Barmack

**MANAGER: Deborah Robinson Barmack**

**TASK NO. 94109000 Mountain/Desert Planning and Project Development**

**BUDGET COMPARISON**

**2008/2009 Proposed Budget**

	<b>2006/07 Actual</b>	<b>2007/08 Budget As of 02/06/08</b>	<b>2008/09 Proposed</b>
<b>Anticipated Encumbrances</b>	<b>\$0</b>	<b>\$0</b>	<b>\$923,400</b>
Contributions/Other Agencies			923,400
<b>Line Item</b>			
Salaries	41,546	47,123	60,734
Fringe Allocation	35,113	33,349	35,141
Indirect Allocation	63,771	72,240	83,200
CNG Van	0	100	100
Commissioners Fees	6,300	10,000	10,000
Contributions/Other Agencies	456,300	0	10,000
Meeting Expense	87	200	200
Mileage Reimb/Nonemployee	1,889	4,000	4,000
Mileage Reimb/SANBAG Only	1,035	2,000	2,000
Office Expense	15	1,000	0
Postage	280	700	700
Printing – Internal Only	1836	1,000	1,000
Professional Services	554	310,500	500
Travel – Air	826	0	
Travel – Other	1,222	600	600
<b>Total New Budget</b>	<b>0</b>	<b>0</b>	<b>208,175</b>
<b>Total Actual/Planned Budget</b>	<b>610,774</b>	<b>482,812</b>	<b>\$1,131,575</b>

## **TASK: 94209000 FINANCIAL MANAGEMENT**

**OBJECTIVE:** To provide the necessary administrative services to actively manage SANBAG's Financial Management Program.

**ACCOMPLISHMENTS:** SANBAG has successfully managed all activities related to bond issuance, debt service, investments and cash flow requirements. SANBAG has been conservative in managing both bond proceeds and operating reserves. This activity has been conducted since the inception of the Measure I Program.

**DESCRIPTION:** Conduct all administrative functions necessary to carry out the management of the Financial Management Program. Expenditures incurred for this function were originally charged against the issue to which it related. SANBAG has consolidated the fees to better manage all administrative expenditures related to this program. This task provides for two consulting services contracts to provide financial and investment advisory services related to revenue forecasting, cash management, investments, bond issuance, cash flow schedules and debt management.

### **WORK ELEMENTS:**

1. Financial advisory services will include continuing review of strategic plan and cash flows, taking into account.
  - a. The short and long-term needs of SANBAG.
  - b. Financing options and alternative debt structures.
  - c. Financing timetables.
  - d. Revenue forecasts.
2. Investment advisory services will include the following:
  - a. Advice on portfolio performance.
  - b. Advice on current investment strategies, cash management and cash flow projections.
  - c. Monthly preparation of investment report and review.
3. Utilize the services of an independent consultant to perform a review of all of SANBAG's investment policies, practices, procedures and portfolio status. Written observations and recommendations regarding the adequacy of investment controls will be presented to the Administrative Committee upon completion of the review.
4. As necessary, review financing timetables and structure new money bond issue including rating agency presentations and official statements.

**PRODUCT:** This activity pursues a conservative Debt Service Management strategy.

### **FUNDING**

<b>SOURCES:</b>	<b>\$306,052</b>	<b>Measure I Valley Administration Fund</b>
	<b>\$ 16,000</b>	<b>Measure I Mountain/Desert Administration Fund</b>
	<b><u>\$ 40,000</u></b>	<b><u>Measure I Valley Major Projects Fund</u></b>
	<b><u>\$362,052</u></b>	<b><u>TOTAL NEW BUDGET</u></b>
	<b>\$118,000</b>	<b>Total Anticipated Encumbrances on 06/30/08</b>
	<b>\$ 0</b>	<b>Unbudgeted Obligations in Contracts Approved Prior to FY 2008/2009</b>

**MANAGER:** Finance Department

**TASK NO. 94209000 Financial Management**  
**MANAGER: Finance Department**

**BUDGET COMPARISON**  
**2008/2009 Proposed Budget**

	2006/07 Actual	2007/08 Budget As of 02/06/08	2008/09 Proposed
<b>Anticipated Encumbrances</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
Professional Services			118,000
<b>Line Item</b>			
Salaries	32,254	25,273	43,904
Fringe Allocation	27,261	17,866	25,403
Indirect Allocation	49,509	38,744	60,145
Consulting Fees	4,600	40,000	20,000
Contributions/Other Agencies	(80,000)	0	0
Cost of Issuance – Bond	15,427	30,000	32,000
Meeting Expense	30	0	0
Office Expense	173	2,000	500
Postage	24	300	100
Professional Services	193,412	420,343	180,000
<b>Total New Budget</b>	<b>\$0</b>	<b>\$0</b>	<b>\$362,052</b>
<b>Total Actual/Planned Budget</b>	<b>\$242,688</b>	<b>\$574,546</b>	<b>\$480,052</b>

## **TASK: 94509000 VICTOR VALLEY AREA TRANSPORTATION STUDY**

**OBJECTIVE:** Develop a comprehensive, long range plan for highway needs in the Victor Valley subregion.

**ACCOMPLISHMENTS:** This task was initiated in the 2005/2006 SANBAG budget. With the involvement of study partners, a consultant was hired to perform the Victor Valley Area Transportation Study, which is scheduled for completion in 2007/2008. During 2006/2007, a separate work effort was initiated with consultant assistance to complete a program level EIR to identify and to preserve an alternative alignment for US-395. During the year staff worked with Caltrans to identify potential alignments; hosted a joint council meeting of the cities in the Victor Valley to introduce the project; conducted public meetings; and initiated the consultant environmental work. Due to lack of community consensus and planning challenges, SANBAG work and contracts related to CEQA approval were terminated. SANBAG continues to work with Caltrans to evaluate options for identification of an alternative alignment of US-395.

**DESCRIPTION:** SANBAG is managing the cooperative planning effort with the cities of Adelanto, Hesperia, Victorville, the Town of Apple Valley, the County of San Bernardino and Caltrans to develop a long range plan for development of major streets and highways in the Victor Valley. The study identifies future transportation roadway needs through examination of land use and existing circulation elements of the contiguous jurisdictions in the Victor Valley; develops sizing of proposed facilities through modeling of forecasted travel; establishes right-of-way requirements for major arterial and highway facilities; identifies a future alignment for S.R. 395; develops a corridor preservation strategy for new alignments; and provides a technical basis for policy decisions on prioritization of Measure I expenditures. The study builds upon recent and on-going transportation planning activities by local jurisdictions, SANBAG, Caltrans, and the Southern California Association of Government (SCAG).

Upon completion of consultant work in 2007/2008, this task provides for SANBAG staff support for application of study results with other local, regional, and regional transportation planning activities.

### **WORK ELEMENTS:**

1. Continue work with the Project Development Team to complete the VVATS study, as required.
2. In coordination with the Project Development Team, consider application of the long-range plan to address major arterial and highway needs in the Victor Valley, including right-of-way protection and analysis of land use options to maximize efficiency of major transportation facilities.
3. Participate with Caltrans and local jurisdictions to explore a proposed realignment of US-395 for inclusion in the general plan circulation elements of local jurisdictions.

4. Provide the proposed Victor Valley Area Transportation Study to local jurisdictions for review and consideration for incorporation of relevant portions into general plan circulation elements, the SCAG Regional Transportation Plan (RTP), and requirements for new development within the Victor Valley.

**PRODUCT:** This work will result in application of the long range Victor Valley Area Transportation Study which identifies major arterial and highway improvements required for the next thirty years. The Study will serve SANBAG and local jurisdictions in planning for future transportation improvements and will serve as input to the SCAG RTP and Measure I strategic planning process.

**FUNDING**

**SOURCES:**    \$50,470                      Local Transportation Fund – Planning

\$50,470                      TOTAL NEW BUDGET

Not Updated	\$	0	Total Anticipated Encumbrances on 06/30/07
	\$	0	Unbudgeted Obligations in Contracts Approved Prior to FY 2007/2008

**MANAGER:** Deborah Robinson Barmack

**TASK NO. 94509000 Victor Valley Area Transportation Study**  
**MANAGER: Deborah Robinson Barmack**

**BUDGET COMPARISON**  
**2008/2009 Proposed Budget**

	<b>2006/07 Actual</b>	<b>2007/08 Budget As of 02/06/08</b>	<b>2008/09 Proposed</b>
<b>Anticipated Encumbrances</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
<b>Line Item</b>			
Salaries			16,914
Fringe Allocation			9,786
Indirect Allocation			23,170
CNG Van			100
Consulting Fees			0
Meeting Expense			100
Mileage Reimb/SANBAG Only			100
Professional Services			0
Postage			150
Printing – Internal Only			150
<b>Total New Budget</b>			<b>\$50,470</b>
<b>Total Actual/Planned Budget</b>			<b>\$50,470</b>



**TASK: 94609000 DEBT SERVICE - BARSTOW/96 ISSUE**

**OBJECTIVE:** To account for the Measure I Sales Tax funds withheld by the Bond Trustee, The Bank of New York Trust Company, N.A., for the City of Barstow's portion of the Debt Service on the 1996 Sales Tax Revenue Bonds.

**ACCOMPLISHMENTS:** SANBAG has successfully monitored the activities of the trustee who has been withholding funds for Debt Service and who has been investing funds on behalf of SANBAG. This activity relates specifically to the issuance of the 1996 Sales Tax Revenue Bonds.

**DESCRIPTION:** Debt Service for the City of Barstow's portion of the November 27, 1996, \$60,035,000 Sales Tax Revenue Bonds, 1996 Series A. The proceeds were used for construction of the Lenwood Interchange.

**WORK ELEMENTS:**

1. This task contains the actual collection of Debt Service funds and does not include any budget for the cost of administration. This task is for accounting purposes only.

**PRODUCT:** Fiscal Accounting.

**FUNDING**

**SOURCES:** \$744,000      City of Barstow Measure I Arterial Fund

\$744,000      TOTAL NEW BUDGET

\$      0      Total Anticipated Encumbrances on 06/30/08

\$      0      Unbudgeted Obligations in Contracts Approved Prior to  
FY 2008/2009

**MANAGER:** Finance Department

**TASK NO. 94609000 Debt Service – Barstow/96 Issue**  
**MANAGER: Finance Department**

**BUDGET COMPARISON**  
**2008/2009 Proposed Budget**

	<b>2006/07 Actual</b>	<b>2007/08 Budget As of 02/06/08</b>	<b>2008/09 Proposed</b>
<b>Anticipated Encumbrances</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
<b>Line Item</b>			
Debt Service Expense	0	743,750	744,000
Interest Payable - Bonds	159,289	0	0
Principal Payable – Bonds	590,349	0	0
<b>Total New Budget</b>	<b>\$0</b>	<b>\$0</b>	<b>\$744,000</b>
<b>Total Actual/Planned Budget</b>	<b>\$749,638</b>	<b>\$743,750</b>	<b>\$744,000</b>

**TASK: 95009000 DEBT SERVICE – YUCCA VALLEY/01 ISSUE B**

**OBJECTIVE:** To account for the Measure I Sales Tax funds withheld by the Bond Trustee, The Bank of New York Trust Company, N.A., for the Town of Yucca Valley's portion of the Debt Service on the 2001 Series B Sales Tax Revenue Bonds.

**ACCOMPLISHMENTS:** SANBAG has successfully monitored the activities of the trustee who has been withholding funds for Debt Service and who has been investing funds on behalf of SANBAG. This activity relates specifically to the issuance of the 2001 B Sales Tax Revenue Bonds.

**DESCRIPTION:** Debt Service for the Town of Yucca Valley's portion of the April 10, 2001, \$47,020,000 Sales Tax Revenue Bonds, 2001 Series B. The proceeds were used to fund a partial defeasance of the Sales Tax Revenue Bonds, 1993 Series A.

**WORK ELEMENTS:**

1. This task contains the actual collection of debt service funds and does not include any budget for the cost of administration. This task is for accounting purposes only.

**PRODUCT:** Fiscal Accounting.

**FUNDING**

**SOURCES:** \$166,380      Town of Yucca Valley Measure I Arterial Fund

\$166,380      TOTAL NEW BUDGET

\$      0      Total Anticipated Encumbrances on 06/30/08  
\$      0      Unbudgeted Obligations in Contracts Approved Prior to  
FY 2008/2009

**MANAGER:** Finance Department

**TASK NO. 95009000 Debt Service – Yucca Valley/01 Issue B**  
**MANAGER: Finance Department**

**BUDGET COMPARISON**  
**2008/2009 Proposed Budget**

	<b>2006/07 Actual</b>	<b>2007/08 Budget As of 02/06/08</b>	<b>2008/09 Proposed</b>
<b>Anticipated Encumbrances</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
<b>Line Item</b>			
Debt Service Expense	0	166,876	166,380
Interest Payable - Bonds	25,617	0	0
Principal Payable – Bonds	140,778	0	0
<b>Total New Budget</b>	<b>\$0</b>	<b>\$0</b>	<b>\$166,380</b>
<b>Total Actual/Planned Budget</b>	<b>\$166,395</b>	<b>\$166,876</b>	<b>\$166,380</b>

- San Bernardino County Transportation Commission ■ San Bernardino County Transportation Authority  
■ San Bernardino County Congestion Management Agency ■ Service Authority for Freeway Emergencies

## *Minute Action*

AGENDA ITEM: 6

**Date:** March 21, 2008

**Subject:** Quarterly Administrative Report on SANBAG Federal Funding Programs

**Recommendation:** \*  
1) Receive report on quarterly reporting and obligation status.  
2) Adopt a finding of compliance with obligation requirements for all affected agencies.

**Background:** Assembly Bill 1012 (AB1012) requires SANBAG to monitor and report to Caltrans on the use of Congestion Mitigation and Air Quality (CMAQ) and Regional Surface Transportation Program (RSTP) funds apportioned to San Bernardino County and allocated by the SANBAG Board. Federal funds apportioned to SANBAG are eligible for obligation for three years. Obligation refers to a commitment by the Federal Highway Administration (FHWA) to reimburse an agency for an authorized amount of federal funds for a specific project. After three years, unobligated apportionments are subject to reprogramming and loss to SANBAG and its member agencies.

Because of SANBAG's requirement to manage the timely use of funds to avoid loss of funding pursuant to the provisions of AB1012, the SANBAG Board established a protocol that requires recipients of federal funds allocated by SANBAG to enter into contracts with SANBAG. These contracts include a description of the scope of the approved project, the amount of federal fund allocation, and the schedule of project implementation. In addition, the terms of the contracts require federal fund recipients to submit quarterly progress reports on their projects to SANBAG until completion of the project. In accordance with adopted SANBAG policy, failure to comply with any provision of the contract constitutes grounds for revocation and reallocation of the

\*

*Approved*  
*Mountain Desert Policy Committee*

*Date:* \_\_\_\_\_

*Moved:* \_\_\_\_\_ *Second:* \_\_\_\_\_

*In Favor:* \_\_\_\_\_ *Opposed:* \_\_\_\_\_ *Abstained:* \_\_\_\_\_

*Witnessed:* \_\_\_\_\_

funding by action of the SANBAG Board pursuant to the protocol specified in each contract.

**Quarterly Reporting Status**

Tables 1 – 3 summarize the projects to which funds were allocated, their quarterly reporting history, and the status of the project. All agencies required to report to SANBAG on the status of their projects submitted quarterly reports by January 15<sup>th</sup> as required by the terms of their contract.

**Obligation Status**

As mentioned earlier, federal funds are available for obligation for three years from the date of apportionment. Therefore, unobligated balances from federal apportionments through fiscal year 05/06 will be subject to reprogramming in November 2008. As shown in Tables 1 – 3, SANBAG is projected to meet the AB1012 obligation requirements for CMAQ funds for fiscal year 07/08 and has already met the AB1012 obligation requirements for the STP funds for fiscal year 07/08; therefore, staff does not expect any CMAQ or STP funds to be subject to reprogramming in November, as indicated by the negative amounts shown in each table under “Expected Amount Subject to Reprogramming 11/08”. According to schedules provided by project sponsors in the quarterly reporting, SANBAG will meet the obligation requirements for fiscal year 08/09, as well.

As was reported to the SANBAG Board in June 2006, Caltrans has developed an Obligation Authority (OA) Management Policy that limits annual obligations to annual OA levels on a county-by-county basis. Because annual apportionments are almost always higher than annual OA levels, OA being the mechanism to access the apportionments, it is inevitable that SANBAG will eventually lose a portion of past apportionments through AB1012. In addition, FHWA has been issuing rescissions of federal apportionments. An analysis of the projected impacts of the OA Management Policy and the federal rescissions is necessary before allocation of additional funds.

**Financial Impact:** Funding for SANBAG’s monitoring of local assistance project status is consistent with the adopted SANBAG Budget Task No. 37308000. The absence of critical project status and progress information provided in quarterly reports could result in SANBAG’s inability to assure timely obligation of funds to avoid loss to the agency and its members.

**Reviewed By:** This item is scheduled for review by the Plans and Programs Policy Committee on March 19, 2008 and the Mountain/Desert Committee on March 21, 2008.

**Responsible Staff:** Andrea Zureick, Chief of Programming  
Ty Schuiling, Director of Planning and Programming

**TABLE 1**  
**Congestion Mitigation and Air Quality Program Status**  
**Mojave Desert Air Basin**

**Quarterly Reporting Status**

Lead Agency	Project Description	Contract Number	Board Approval	Allocated Amount	Obligated Amount	2008 Quarterly Reports				Comments
						1	2	3	4	
Adelanto	Adelanto/Auburn/Jonathan Paving	01-052	12/06/00	\$224,000	\$0	Apr-07	Jul-07	Oct-07	Jan-08	RFA3 to be submitted 9/08
Bartow Transit	Paratransit Vehicle Replacement - Gas	20040701	08/06/03	\$613,846	\$290,150	Apr-07	Jul-07	Oct-07	Jan-08	Funds programmed in future years
Bartow Transit	Purchase Replace Alt Fuel Paratransit Vehicles	20020140	08/06/03	\$204,889	\$96,889	Apr-07	Jul-07	Oct-07	Jan-08	Funds programmed in future years
Bartow Transit	Bus System - 27 Passenger Replacement Alt Fuel	20041303	08/06/03	\$1,142,000	\$0	Apr-07	Jul-07	Oct-07	Jan-08	All funds programmed in future years
Caltrans	I.E. Transportation Management Center & PNR - Fontana	200626	10/05/05	\$1,350,000	\$1,000,000	Apr-07	Jul-07	Oct-07	Jan-08	Partial obligated 8/21/07
MBTA	Replacement Paratransit Vehicles - Gas	20040811	08/06/03	\$616,000	\$365,400	Apr-07	Jul-07	Oct-07	Jan-08	Partial obligated 6/27/07
MBTA	Deviated Fixed Route Vehicle Replace - Alt Fuel(28 passenger)	20040812	08/06/03	\$327,000	\$0	Apr-07	Jul-07	Oct-07	Jan-08	Funds programmed in 08/09
MBTA	Deviated Fixed Route Vehicle Replace - Alt Fuel(33 passenger)	20040813	08/06/03	\$269,000	\$0	Apr-07	Jul-07	Oct-07	Jan-08	Funds programmed in 07/08
SANBAG	Rideshare Program for Mojave Desert Air Basin	20040828	08/06/03	\$1,831,000	\$585,000	Apr-07	Jul-07	Oct-07	Jan-08	Funds programmed in future years
Victorville	Park & Ride at Victor Valley College	01-048	12/06/00	\$931,987	\$102,000	Apr-07	Jul-07	Oct-07	Jan-08	RFA3 to be submitted by 5/08
Victorville	I-15/Amargosa Park-n-Ride Lot Expansion	00-107	02/02/00	\$719,101	\$80,000	Apr-07	Jul-07	Oct-07	Jan-08	RFA3 submitted 7/07 to HQ; Project held up due to no new DBE
VVTA	Replace Alt. Fuel Paratransit Vehicles	SB041114	08/06/03	\$1,137,000	\$265,590	Apr-07	Jul-07	Oct-07	Jan-08	Funds programmed in future years
	<b>TOTALS</b>			<b>\$9,365,823</b>	<b>\$2,765,029</b>					

**Obligation Status**

<b>Fiscal Year 07/08:</b>	<b>Fiscal Year 08/09:</b>
Apportionment Subject to Reprogramming \$14,093,009	Apportionment Subject to Reprogramming \$9,276,270
Obligated Amount to Date* \$6,508,912	Obligated Amount for FY08/09 \$0
Additional Obligation Scheduled by 11/08 \$2,640,759	Additional Obligation Scheduled by 11/09 \$3,198,331
<b>Expected Amount Subject to Reprogramming 11/08 \$4,943,338</b>	<b>Expected Amount Subject to Reprogramming 11/09** \$6,077,939</b>

**NOTES:**

- \* - Includes projects with closed contracts and projects funded through Board set-asides
- \*\* The obligation of CMAQ apportionments is not monitored by Air Basin, therefore, over-obligation in the SCAB compensates for under-obligation in the MDAB
- C - Project Complete/Cancelled
- RFA1 - PSE Request for Authorization, RFA2 - ROW Request for Authorization, RFA3 - CONST Request for Authorization

**TABLE 2**  
**Congestion Mitigation and Air Quality Program Status**  
**South Coast Air Basin**

**Quarterly Reporting Status**

Lead Agency	Project Description	Contract Number	Board Approval	Allocated Amount	Obligated Amount	2008 Quarterly Reports				Comments
						1	2	3	4	
Caltrans	I.E. Transportation Management Center & PNR - Fontana	200626	10/05/05	\$5,050,000	\$0	Apr-07	Jul-07	Oct-07	Jan-08	Funds programmed in future years
Caltrans	I-215 - I-10 to SR 30 HOV Lanes & Cb Improvements	713	08/10/05	\$72,651,000	\$33,754,000	Apr-07	Jul-07	Oct-07	Jan-08	Funds programmed in future years
Colton	Washington St at Riche Cyn & Hurta Ln Mitigation	00-102	02/02/00	\$400,000	\$60,000	Apr-07	Jul-07	Oct-07	Jan-08	RFA3 to be submitted 9/08
MARTA	Replacement Paratransit Vehicle Purchase	200423	08/08/03	\$724,000	\$281,791	Apr-07	Jul-07	Oct-07	Jan-08	Funds programmed for 07/08 and future years
Montclair	Ramona Av Grade Separation	00-098	02/02/00	\$1,590,481	\$0	Apr-07	Jul-07	Oct-07	Jan-08	RFA3 to be submitted to CT after 1/08
Omnitrans	Replacement Paratransit Vehicles for Access Fleet	20040211	08/06/03	\$3,325,000	\$0	Apr-07	Jul-07	Oct-07	Jan-08	Funds programmed in future years
Omnitrans	Bus Replacement - Alt Fuel	SBD00105	08/06/03	\$9,317,000	\$0	Apr-07	Jul-07	Oct-07	Jan-08	Funds programmed for 07/08
San Bernardino	Metrolink Parking Structure	20020802	10/05/05	\$6,608,000	\$0	Apr-07	Jul-07	Oct-07	Jan-08	RFA3 submitted 12/07
SANBAG	Valley Traffic Signal Coordination - Tier 2	2001014	12/05/01	\$205,970	\$94,611	Apr-07	Jul-07	Oct-07	Jan-08	Funds programmed for 07/08
SANBAG	Rideshare Program for SCAB	20040827	12/01/04	\$6,083,000	\$2,038,000	Apr-07	Jul-07	Oct-07	Jan-08	Funds programmed for 07/08 and future years
Upland	Upland Metrolink Station - Parking Expansion	20040825	10/05/05	\$2,776,800	\$0	Apr-07	Jul-07	Oct-07	Jan-08	Funds programmed in future years
<b>TOTALS</b>					<b>\$108,711,281</b>					

**Obligation Status**

<b>Fiscal Year 07/08:</b>		<b>Fiscal Year 08/09:</b>	
Apportionment Subject to Reprogramming	\$54,816,737	Apportionment Subject to Reprogramming	\$8,931,689
Obligated Amount to Date*	\$40,911,897	Obligated Amount for FY08/09	\$0
Additional Obligation Scheduled by 11/08	\$24,188,762	Additional Obligation Scheduled by 11/09	\$43,537,914
Expected Amount Subject to Reprogramming 11/08**	\$-10,283,922	Expected Amount Subject to Reprogramming 11/09**	\$-34,606,225
		(Includes amount over-obligated in FY 07/08)	

**NOTES:**

- \* - Includes projects with closed contracts and projects funded through Board set-asides
- \*\* The obligation of CMAQ apportionments is not monitored by Air Basin, therefore, over-obligation in the MDAB
- C - Project Complete/Cancelled
- RFA1 - PSE Request for Authorization, RFA2 - ROW Request for Authorization, RFA3 - CONST Request for Authorization



**TABLE 3**  
**Regional Surface Transportation Program Status**

**Quarterly Reporting Status**

Lead Agency	Project Description	Contract Number	Board Approval	Allocated Amount	Obligated Amount	2008 Quarterly Reports				Comments
						1	2	3	4	
Adelanto	El Mirage Rehab & Paving - West City Limits to US396	01-038	12/07/05	\$1,375,466	\$0	Apr-07	Jul-07	Oct-07	Jan-08	RFA3 to be submitted 10/08
Caltrans	I-215 - I-10 to SR30 HOV Lanes & Op Improvements	713	09/07/03	\$47,118,000	\$0	Apr-07	Jul-07	Oct-07	Jan-08	Obligation scheduled for 08/09
Colton	Main St & Iowa Ave Intersection	01-077	02/07/01	\$250,000	\$19,476	Apr-07	Jul-07	Oct-07	Jan-08	RFA2 to be submitted 4/08
Hesperia	Ranchero Rd Grade Separation	SB0031278	12/07/05	\$3,650,000	\$0	Apr-07	Jul-07	Oct-07	Jan-08	RFA3 to be submitted 2/09
San Bernardino	State St-16th St to Foothill-Extend 2 lanes	01-082	02/07/01	\$2,005,000	\$0	Apr-07	Jul-07	Oct-07	Jan-08	RFA2 to be submitted 8/08
SB County	Needles Hwy-N St to Nevada StateLine-Realign, Rehab	01-033	10/04/00	\$2,476,840	\$1,043,975	Apr-07	Jul-07	Oct-07	Jan-08	RFA2 to be submitted 10/08
SB County	National Trails Hwy - Paving Lanes	01-038	10/04/00	\$1,907,284	\$310,000	Apr-07	Jul-07	Oct-07	Jan-08	RFA2 to be submitted 9/08
	<b>TOTALS</b>			<b>\$56,784,590</b>	<b>\$1,373,451</b>					

**Obligation Status**

Fiscal Year 07/08:		Fiscal Year 08/09:	
Apportionment Subject to Reprogramming	\$50,749,240	Apportionment Subject to Reprogramming	\$3,694,741
Obligated Amount to Date*	\$66,812,493	Obligated Amount for FY08/09	\$0
Additional Obligation Scheduled by 11/08	\$640,847	Additional Obligation Scheduled by 11/09	\$56,512,355
Expected Amount Subject to Reprogramming 11/08	\$-16,704,100	Expected Amount Subject to Reprogramming 11/09	\$-52,817,614

**NOTES:**

\* - Includes projects with closed contracts and projects funded through Board set-asides

C - TEA-21 Funded Project Complete/Cancelled

RFA1 - PSE Request for Authorization, RFA2 - ROW Request for Authorization, RFA3 - CONST Request for Authorization

- San Bernardino County Transportation Commission ■ San Bernardino County Transportation Authority  
■ San Bernardino County Congestion Management Agency ■ Service Authority for Freeway Emergencies

## *Minute Action*

AGENDA ITEM: 7

**Date:** March 21, 2008

**Subject:** Presentation on the High Desert Corridor (HDC), Phase 1 A

**Recommendation:\*** Receive Presentation.

**Background:** In January 2008, SANBAG submitted its application to the State requesting \$398 million in Trade Corridors Improvement Program Funding (TCIF). One of the priority projects submitted, is a request for \$150 million towards Phase 1 A of the HDC. This project is a priority for the County, as it links Interstate (I) 15 with Southern California Logistics Airport (SCLA) and serves as a vital gateway to new local, privately funded goods movement infrastructure. This phase includes a freeway to freeway interchange at I 15, several bridges and 4.75 miles of four-lane highway connecting with Air Expressway, an existing four-lane highway that serves SCLA and intersects with United States 395. At the Mountain/Desert Committee meeting, a video will be presented which summarizes the project, as well as its benefits to air quality, congestion and County residents.

**Financial Impact:** SANBAG Staff costs to participate in the HDC planning efforts are included in the Fiscal Year 2007/2008 Budget, Task 21308000-Local Transportation Funds.

**Reviewed By:** This video will be presented to the Mountain/Desert Committee at its March 21, 2008 meeting.

**Responsible Staff:** Michelle Kirkhoff, Director of Air Quality/Mobility Programs

\*

*Approved*  
*Mountain/Desert Committee*

*Date:* \_\_\_\_\_

*Moved:*

*Second:*

*In Favor:*

*Opposed:*

*Abstained:*

*Witnessed:* \_\_\_\_\_

## **SANBAG Acronym List**

1 of 2

AB	Assembly Bill
ACE	Alameda Corridor East
ACT	Association for Commuter Transportation
ADA	Americans with Disabilities Act
APTA	American Public Transportation Association
AQMP	Air Quality Management Plan
ATMIS	Advanced Transportation Management Information Systems
BAT	Barstow Area Transit
CAC	Call Answering Center
CALACT	California Association for Coordination Transportation
CALCOG	California Association of Councils of Governments
CALSAFE	California Committee for Service Authorities for Freeway Emergencies
CALTRANS	California Department of Transportation
CARB	California Air Resources Board
CEQA	California Environmental Quality Act
CHP	California Highway Patrol
CMAQ	Congestion Mitigation and Air Quality
CMP	Congestion Management Program
CNG	Compressed Natural Gas
COG	Council of Governments
CSAC	California State Association of Counties
CTA	California Transit Association
CTAA	Community Transportation Association of America
CTC	California Transportation Commission
CTC	County Transportation Commission
CTP	Comprehensive Transportation Plan
DMO	Data Management Office
DOT	Department of Transportation
E&H	Elderly and Handicapped
EIR	Environmental Impact Report
EIS	Environmental Impact Statement
EPA	United States Environmental Protection Agency
ETC	Employee Transportation Coordinator
FEIS	Final Environmental Impact Statement
FHWA	Federal Highway Administration
FSP	Freeway Service Patrol
FTA	Federal Transit Administration
FTIP	Federal Transportation Improvement Program
GFOA	Government Finance Officers Association
GIS	Geographic Information Systems
HOV	High-Occupancy Vehicle
ICMA	International City/County Management Association
ICTC	Interstate Clean Transportation Corridor
IEEP	Inland Empire Economic Partnership
ISTEA	Intermodal Surface Transportation Efficiency Act of 1991
IIP/ITIP	Interregional Transportation Improvement Program
ITS	Intelligent Transportation Systems
IVDA	Inland Valley Development Agency
JARC	Job Access Reverse Commute
LACMTA	Los Angeles County Metropolitan Transportation Authority
LNG	Liquefied Natural Gas
LTF	Local Transportation Funds
MAGLEV	Magnetic Levitation
MARTA	Mountain Area Regional Transportation Authority
MBTA	Morongo Basin Transit Authority
MDAB	Mojave Desert Air Basin
MDAQMD	Mojave Desert Air Quality Management District
MIS	Major Investment Study
MOU	Memorandum of Understanding

## **SANBAG Acronym List**

2 of 2

MPO	Metropolitan Planning Organization
MSRC	Mobile Source Air Pollution Reduction Review Committee
MTP	Metropolitan Transportation Plan
NAT	Needles Area Transit
OA	Obligation Authority
OCTA	Orange County Transportation Authority
OWP	Overall Work Program
PA&ED	Project Approval and Environmental Document
PASTACC	Public and Specialized Transportation Advisory and Coordinating Council
PDT	Project Development Team
PPM	Planning, Programming and Monitoring Funds
PSR	Project Study Report
PTA	Public Transportation Account
PVEA	Petroleum Violation Escrow Account
RCTC	Riverside County Transportation Commission
RDA	Redevelopment Agency
RFP	Request for Proposal
RIP	Regional Improvement Program
ROD	Record of Decision
RTAC	Regional Transportation Agencies' Coalition
RTIP	Regional Transportation Improvement Program
RTP	Regional Transportation Plan
RTPA	Regional Transportation Planning Agencies
SB	Senate Bill
SAFE	Service Authority for Freeway Emergencies
SANBAG	San Bernardino Associated Governments
SCAB	South Coast Air Basin
SCAG	Southern California Association of Governments
SCAQMD	South Coast Air Quality Management District
SCRRA	Southern California Regional Rail Authority
SED	Socioeconomic Data
SHA	State Highway Account
SHOPP	State Highway Operations and Protection Program
SOV	Single-Occupant Vehicle
S RTP	Short Range Transit Plan
STAF	State Transit Assistance Funds
STIP	State Transportation Improvement Program
STP	Surface Transportation Program
TAC	Technical Advisory Committee
TCM	Transportation Control Measure
TCRP	Traffic Congestion Relief Program
TDA	Transportation Development Act
TEA	Transportation Enhancement Activities
TEA-21	Transportation Equity Act for the 21 <sup>st</sup> Century
TIA	Traffic Impact Analysis
TMC	Transportation Management Center
TMEE	Traffic Management and Environmental Enhancement
TOC	Traffic Operations Center
TOPRS	Transit Operator Performance Reporting System
TSM	Transportation Systems Management
USFWS	United States Fish and Wildlife Service
UZAs	Urbanized Areas
VCTC	Ventura County Transportation Commission
VVTA	Victor Valley Transit Authority
WRCOG	Western Riverside Council of Governments

# ***San Bernardino Associated Governments***



## **MISSION STATEMENT**

To enhance the quality of life for all residents, San Bernardino Associated Governments (SANBAG) will:

- Improve cooperative regional planning
- Develop an accessible, efficient, multi-modal transportation system
- Strengthen economic development efforts
- Exert leadership in creative problem solving

To successfully accomplish this mission, SANBAG will foster enhanced relationships among all of its stakeholders while adding to the value of local governments.

Approved June 2, 1993  
Reaffirmed March 6, 1996